

THE COMMERCIAL MOTOR

FRIDAY, SEPTEMBER 22, 1961
ONE SHILLING



15-19 m.p.g. with unfailing reliability

Of Leyland Comets, Messrs. P. H. Turner & Sons of Wilmington, Kent, say: "What we value most is their unfailing reliability which is essential for our business of handling perishable market garden produce. We have used the older type of Comet for the past ten years with no trouble at all, and we find our latest CS3 model with the 350 engine especially good to handle. It does 15 m.p.g. when laden in town traffic and from 16 to 19 m.p.g. on country roads."

Now with the new 370 Power-Plus engine, the Comet is an even better commercial proposition, giving more power, greater efficiency and the reliability which for years has been a feature of the Leyland. And what's more, specification for specification, a Leyland Comet costs no more to buy than an ordinary truck. It certainly costs less to run.

The Leyland 12 ton COMET

for record-beating economy



LEYLAND MOTORS LTD., LEYLAND, LANCS. SALES DIVISION, HANOVER HOUSE, HANOVER SQUARE, LONDON, W.1. TEL: MAYFAIR 8561

Simms

Simms Minipump, the world's lightest and most
compact in-line diesel injection pump

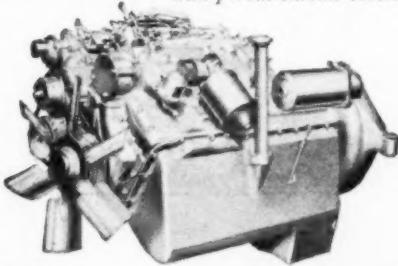
SIMMS MOTOR UNITS LTD
LONDON N2 · ENGLAND

KARRIER

‘GAMECOCK’ 3-4 TONNER



PETROL phenomenal 91 b.h.p. 6 cylinder with porous chrome bores.



DIESEL new horizontal "Six-354" direct-injection developing 97 b.h.p.

with alternative power units giving extreme economy and durability

With its manoeuvrability, low loading height and alternative 'under-floor' power units providing long periods of trouble-free service between overhauls, the KARRIER 'Gamecock' is the ideal vehicle for the busy operator. The three-seat cab with panoramic windscreen affords maximum visibility and comfort for driver and two passengers, and it is insulated against noise and extremes of temperature, thus reducing driving fatigue to a minimum. Alternative wheelbases of 9' 7" and 11' 9" are available.

* BACKED BY ROOTES COUNTRY-WIDE PARTS AND SERVICE ORGANISATION *

A ROOTES PRODUCT - BUILT STRONGER TO LAST LONGER!

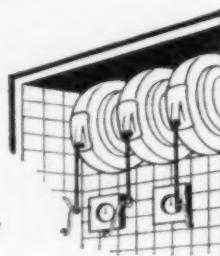


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the most advanced complete equipment for checking wheel alignment optically.



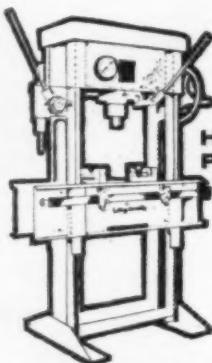
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Fast and accurate to meet today's demands.



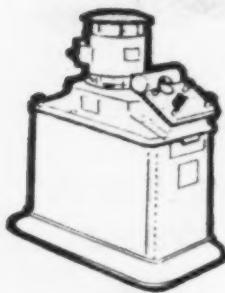
LUBAY

Hose reels and lubrication equipment, from one unit to a complete bay.



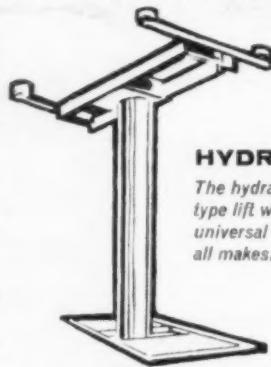
HYDRAULIC PRESSES

30 and 50-ton models.



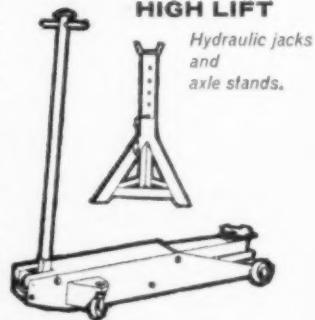
MERLIN

High speed, high pressure washing equipment.



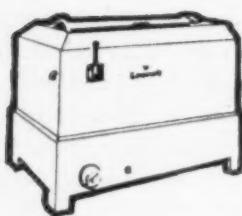
HYDRAJIG

The hydraulic ram type lift with universal arms to fit all makes.



HIGH LIFT

Hydraulic jacks and axle stands.



AIR SPEED
Pressure cleansing tanks.

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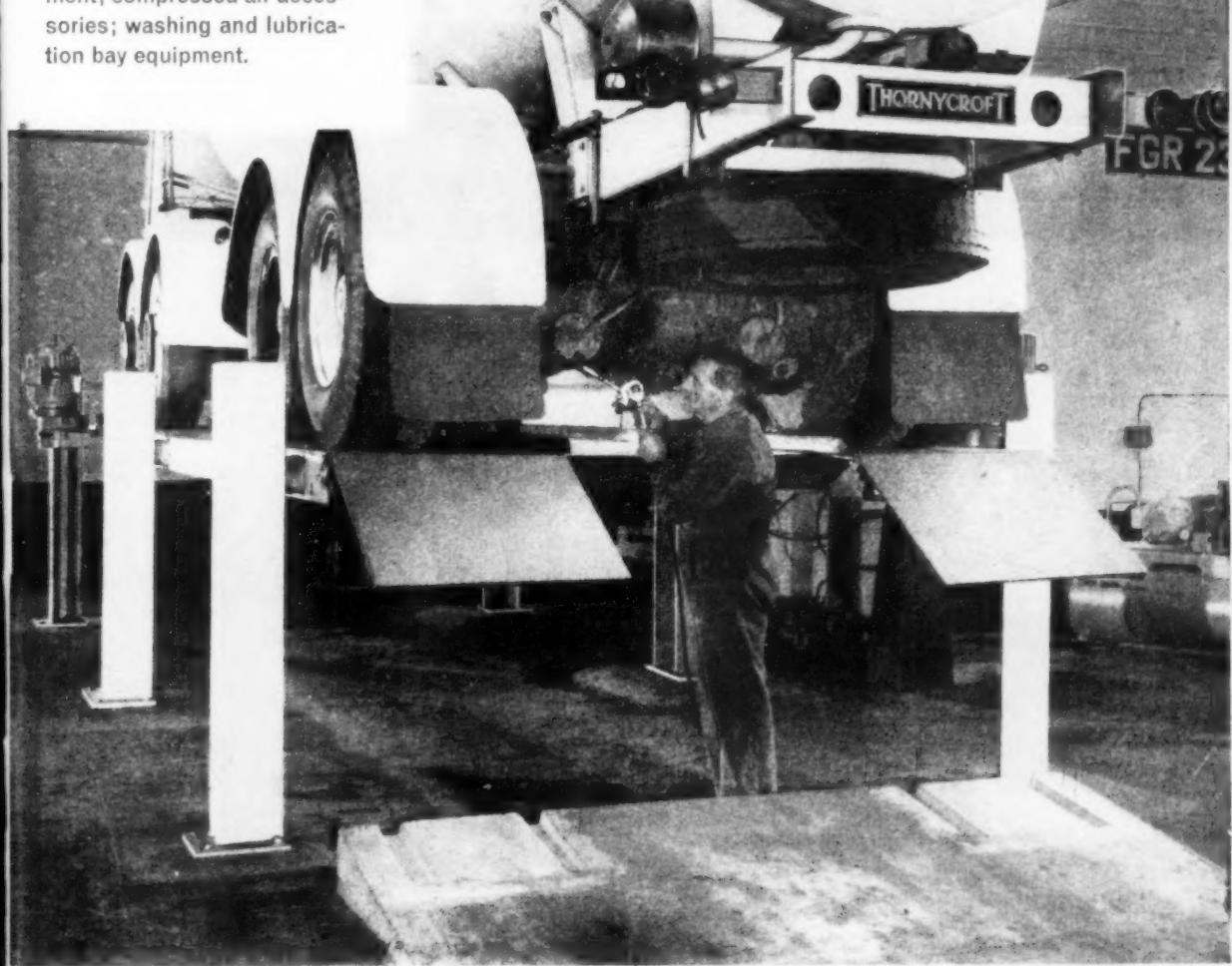
OFF-THE-ROAD TIME

Laycock service equipment covers every requirement of the fleet operator and service station. It includes hydraulic lifts, jacks and presses; cleaning tanks; wheel balancers and optical alignment equipment; compressed air accessories; washing and lubrication bay equipment.



Dragon's Blood

BREWED BY FLOWERS





‘NYLOY’

REGD. TRADE MARK (PATENT No. 10667/59)

the last word in shutters

This shutter is the latest development from a company with 35 years' experience in the manufacture and design of roller shutters solely for the motor vehicle industry.

It combines aluminium with nylon to produce a shutter with far greater strength and durability than ever before, being made of 18g extruded age hardened material having a 2" flat face lath mounted on nylon end locks, thus eliminating "noise" "rattle" and the constant need for lubrication.

The flat exterior surface is perfect for paint finish and writing.

The shutter can be supplied either in roll up or roof type.

★ free brochure

Send now or phone for free illustrated brochure giving full details of Nyloy Roller Shutters.

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HOWEVER YOU DELIVER IT

'BEER IS BEST'

CARRIED BY



The ERF Model 64-G-2 shown here makes regular trips to Belgium by cross-channel vehicle ferry carrying full loads of Simonds beer. The vehicle is powered by the popular Gardner 6LW oil engine and fitted with 5-speed gearbox and 2-speed rear axle. The two-compartment stainless steel tank has a capacity of 90 barrels and was made by Thompson Brothers of Bilsthorpe.



The ERF Brewers platform lorry below, one of a fleet operated by Wilsons Brewery Ltd., is on a Model 66(G)XSF chassis with ample capacity for loads of barrels or crates. It is also fitted with the ERF extra large cab, which besides giving the best possible visibility for driver also has accommodation for two loading assistants.



The ERF Range includes models for every branch of road transport from 6 to 75 tons capacity. Write for details of the ERF vehicle that can help to solve YOUR haulage problems.

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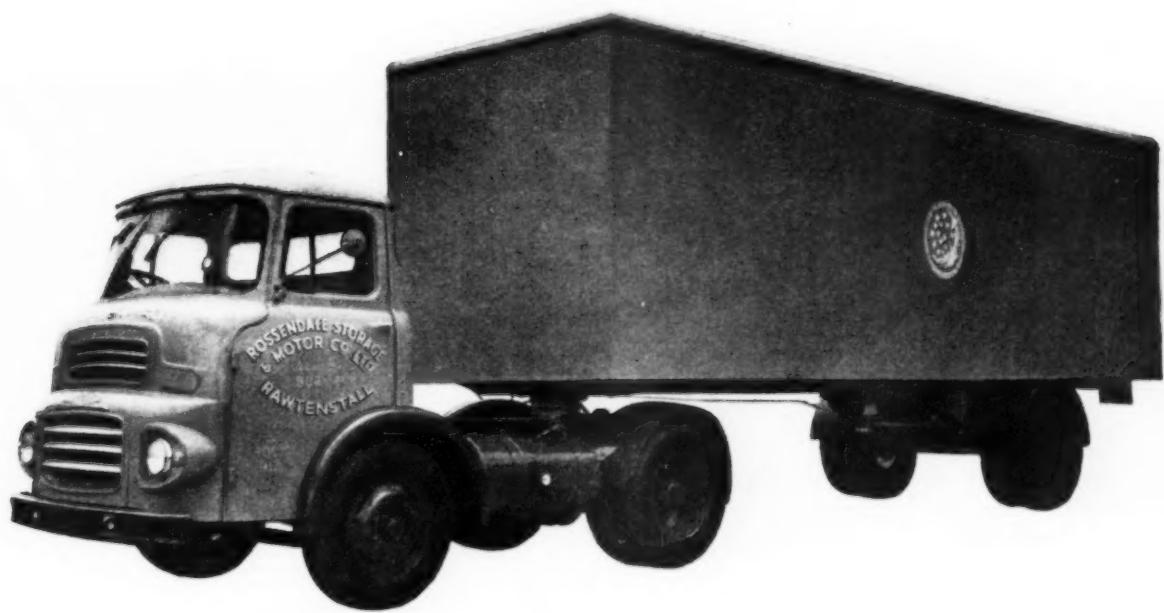
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REGENTS PARK ROAD,
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Lighter and Lower than ever!



**Unladen weight 2 ton 14 cwt.
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LIGHT ALLOY

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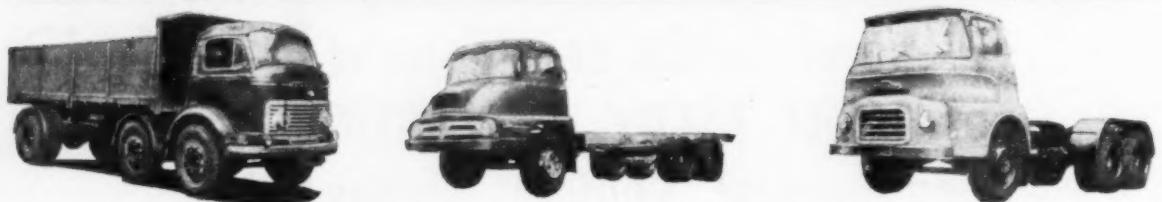
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From factory to fitting station.
"Primrose" aim for convenience for the operator—and a complete after sales service.



THE COUNTRY!

"Primrose"
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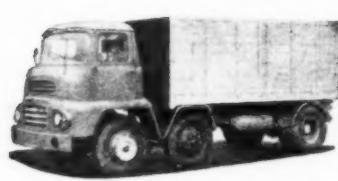
**TWIN STEER
and THIRD AXLE**

for increased carrying capacity

Over the past few years, the name "Primrose" has become inseparable from "Third Axles" and "Twin Steers." The "Primrose" aim has been to design and produce third axle and twin steer assemblies suitably adaptable to almost every make of vehicle. From a comparatively small beginning, "Primrose" are now producing well over 1,000 assemblies each year and many of these are repeat orders placed by satisfied operators. "Primrose" design and produce top quality assemblies which are so individually suited to each particular vehicle that they become an integral part of the vehicle and not "just another axle tacked on." Whether the call be for third axle, twin steer or double drive—to suit platform or tipper—long, medium or short wheelbase, "Primrose" offer more choice to the operator than any other manufacturer in this field. Should the call come from a fleet operator or a one-truck operator, "Primrose" will advise, design and produce. "Primrose" assemblies are second to none!

Write for full brochures to Dept. C2:

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Part of the "Primrose" factory where the assemblies are fitted.

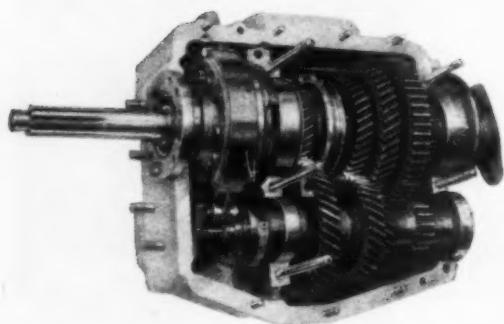
Some typical 'Primrose' assemblies

Made by

MOSS

GEAR

6 OR 8 SPEED GEARBOX



INCLUSIVE OF OVERDRIVE
INCORPORATING FINGERTIP
CONTROL FOR DOUBLE
SPEED CHANGING WITHOUT
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ALL ENCLOSED SEMI-TRAILER FOR END AND SIDE **PALLET** LOADING

**EXTREMELY PALATABLE
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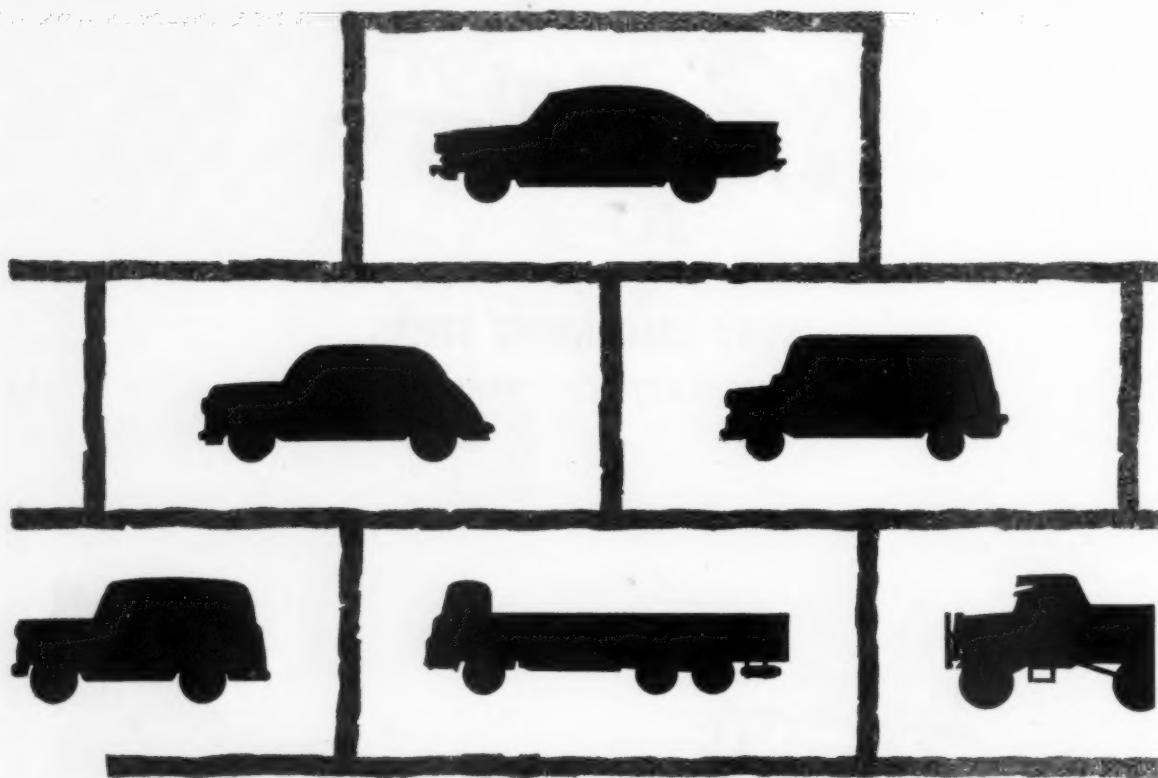
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With the B.W. Finance Plan working for you, expanding your business presents few problems. B.W. can provide you with a first-class Hire Purchase service . . . mortgages on building extensions . . . capital for new vehicles and essential equipment. Our assistance is

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*It's our business
to serve
your business*

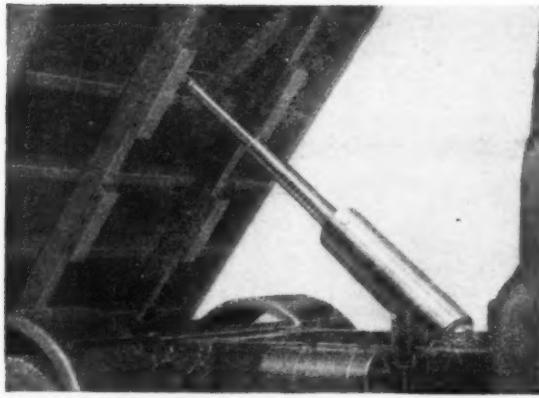
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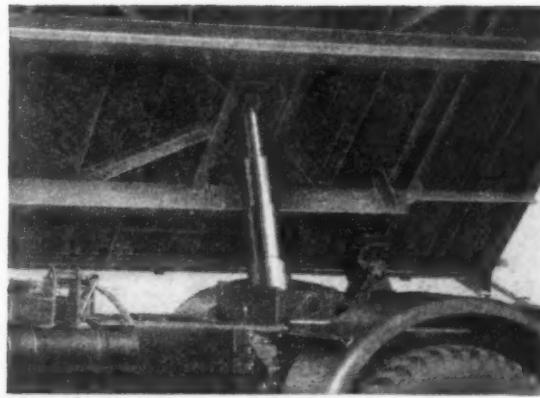
BW/MT/72B

Specify TELEHOIST GEARS AND BODIES for quick delivery



Underbody Slant type Gears

with single or twin rams for payloads from 5 up to 12 tons. Designed for extra stability, plus an axial piston pump for added lifting power with delivery in two weeks.



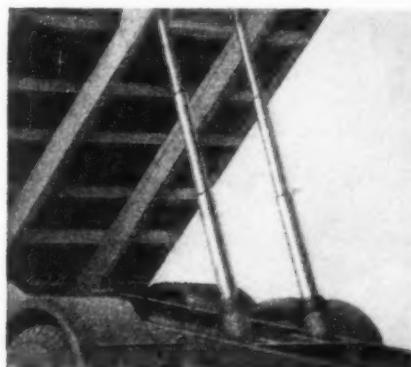
Underbody Three-way Tipping-Gears

Delivered in four weeks. Single and twin ram units for chassis from 4 up to 12 ton payloads. Designed for tipping in tight spaces where manoeuvring is difficult.



Telelever Link Gears

Ideal for payloads from 5 up to 25 tons according to the type of chassis. Delivery 4 to 5 weeks.



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for 8 up to 18 ton payloads. Twin vertical rams—Delivery two weeks.

Telehoist tipping gears fit every type of truck, suit exactly any kind of job. There are four basic types of gear and 24 different models—with a range like that, there must be one for your application.

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an associate company of Wilmot Breeden Ltd.
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ONAN

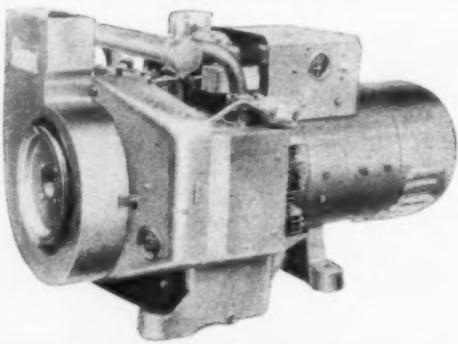
THE GENERATING SET ENGINEERED FOR REFRIGERATED VEHICLES

Onan Vacu-Flo cooled packaged Generating Sets provide ample power for the operation of electrically driven open and sealed type refrigeration units giving High Performance with long life, minimum operating and maintenance costs.

VACU-FLOW COOLING SYSTEM

Exclusive to Onan—overcomes cooling problems in confined space. Cooling air is drawn through and over the generator and engine and exhausted through an outside duct.

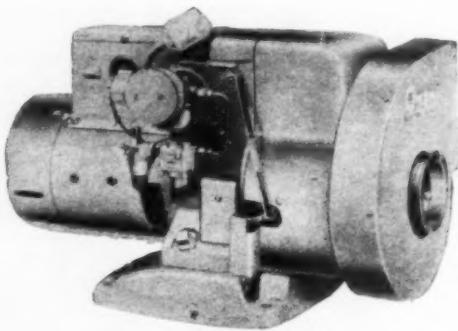
Built by Messrs. Blox Services Ltd., this Refrigerated Truck is operated by Flying Goose Ltd., for transporting frozen poultry. The electrical power, for the refrigeration equipment, is supplied by an Onan Model 305 CCK. After exhaustive tests, leading Manufacturers of Refrigeration Equipment, recommend Onan Generators exclusively.



ONAN 305 CCK GENERATOR WITH VACU-FLO COOLING

gives 5 k.w. of packaged power and will handle refrigeration units of up to 3 h.p. Model 305 CCK meets the requirements of units up to 2 h.p.

LOOK AT THE WEIGHTS—5 k.w. Model ONLY 375 lbs., 3½ k.w. Model ONLY 314 lbs.

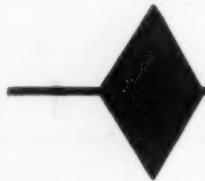


ONAN MODEL 205AJ-2RV WITH VACU-FLO COOLING

Ideal for mounting in sound-proofed compartment in Refrigerated truck or mobile shop for the operation of Refrigeration Compressors up to ½ h.p. Frozen Food Display Cabinets or for providing power and light for mobile sales and display vehicles. Built for long life and quietness of operation. Full details on request.

Most models available ex stock. Our After Sales Service is unmatched by any other suppliers.

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He is
convinced
from experience
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AND
NATIONAL DERV

Are the finest fleet fuels anyone can use!

If you're a fleet owner, you're only really interested in the best fuels—National Benzole premier or regular for petrol engines and National Derv for diesels. You can have them both delivered to your depot. Or you can use the National Agency system. Either way you save time, money, trouble—and get exceedingly good fuels into the bargain. You ought to go National from now on.

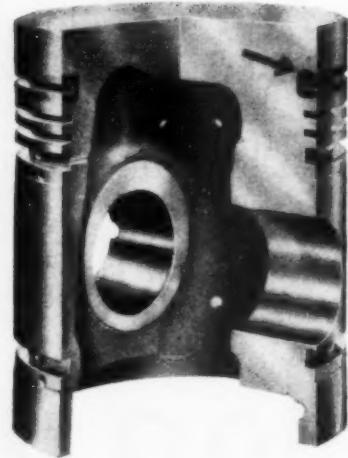


B10
615

STANDARDISE NOW ON AL-FIN

Profit from other operators' experience. Standardising on AL-FIN now gains you extra years of benefit: double normal mileages, minimum "in dock" time, reduced maintenance costs, greater earning power per vehicle. Begin standardising on AL-FIN now, as vehicles come in for overhaul.

WELLWORTHY
"The Choice of the Expert"



**"... exceptional mileages
... maintenance costs
... fallen considerably"**

writes Mr. W. H. Howe, Transport Manager,
Monkton Motors Ltd., Uxbridge

24th October, 1960.

Wellworthy Ltd.,
Lymington,
Hants.

Dear Sirs,

We should like to place on record our satisfaction with your AL-FIN pistons which we have been using in our fleet for the last five to six years.

Previous to adopting the AL-FIN, we were experiencing piston trouble in various forms and in consequence our maintenance costs were much higher than they should have been. In addition of course workshop productivity suffered because of the need for shorter periods between overhauls.

However, now that we have standardised on AL-FIN we find that we are getting exceptional mileages from these, and what is more pleasing to us is that all our piston troubles are no longer experienced. Consequently, our maintenance costs have fallen considerably.

Yours faithfully,
p.p. MONKTON MOTORS LTD.
W. H. Howe,
TRANSPORT MANAGER

 Unique AL-FIN Pistons embody an iron belt molecularly bonded to the aluminium body, providing an armoured top ring groove of twice the normal wear-resistance.

Write today for full details to Dept. ALA

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LYMINGTON  HAMPSHIRE
AN ASSOCIATED ENGINEERING LTD. COMPANY

Better consult the Specialists for—

Leyland **Albion**
Scammell



Here is the new Leyland Comet CS 3/8R long wheelbase, Chassis and Cab—complete with 21 ft. timber constructed double dropside panelled body, as supplied by J. H. Sparshatt & Sons (Southampton) Ltd. to Massey & Wilcox of Bath.

Sparshatts South of England Group Vehicles Depots specialising in Leyland, Albion, Scammell vehicles will give you generous part-exchange allowances on new vehicles, and confidence in first-class spares and maintenance service throughout the South and West of England.

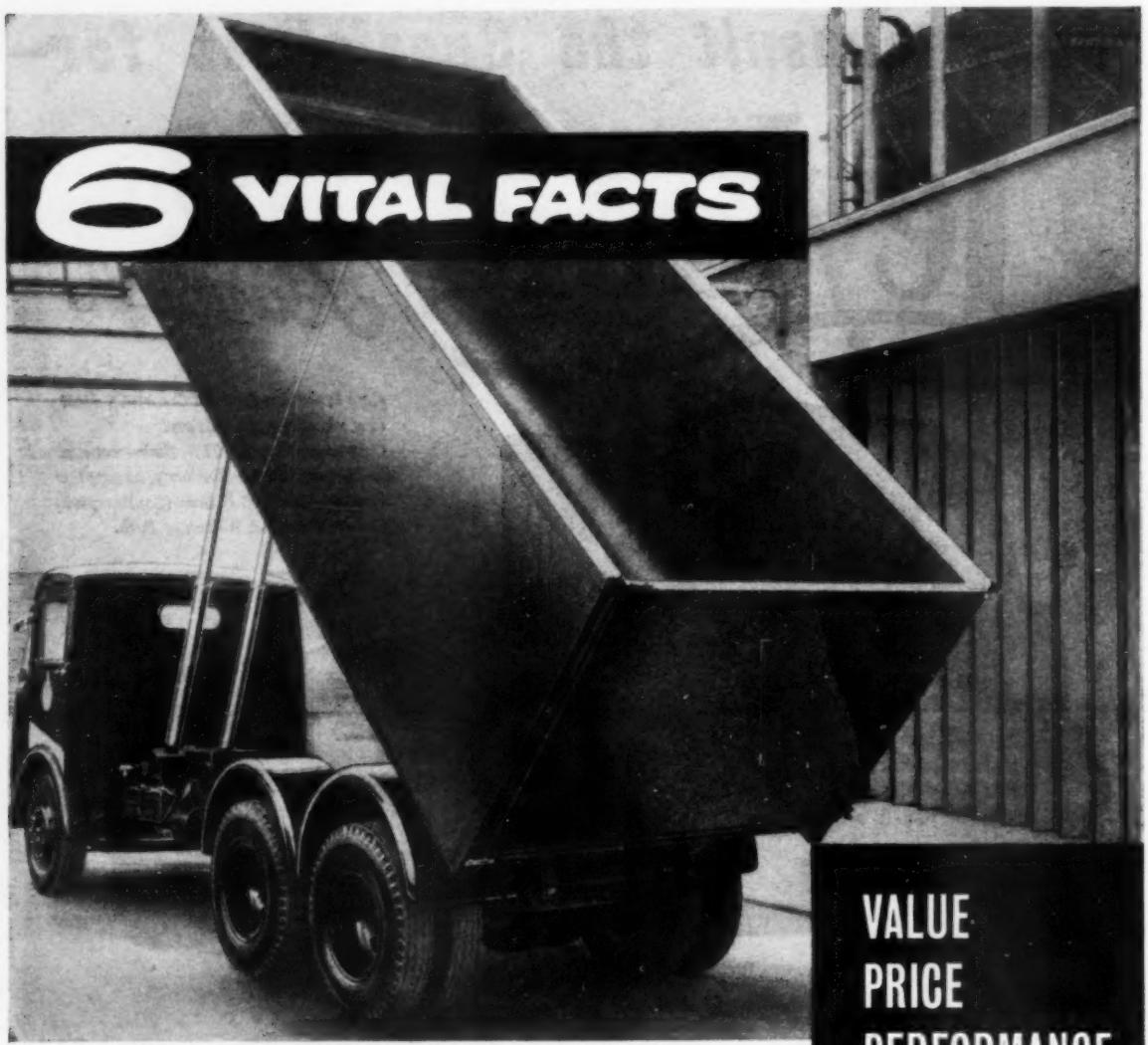
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These are facts which you as a transport operator can't ignore. Boys offer you the most advanced, robust and lowest priced 3rd Axle on the market. Big truck payload, less wear, low maintenance and big, big economy. Insist on a genuine Boys 3rd Axle for your fleet

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PERFORMANCE
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ADDED
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with—



Boys 3rd Axle Suspensions
are available for virtually
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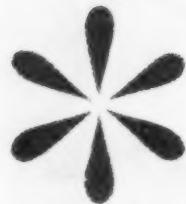
Allez oop!

In a setting reminiscent of the Circus these massive Dumpers, all fitted with Pilot Hydraulic Tipping Gear, like their counterparts of the Big Top, strong, sturdy and utterly reliable are part of a first consignment of some 47 Atkinson Vehicles recently delivered to South African Railways. If further evidence of the superiority of this Combination of Vehicle and Tipping Gear were required a further, recent, order for 14 more is justification itself.

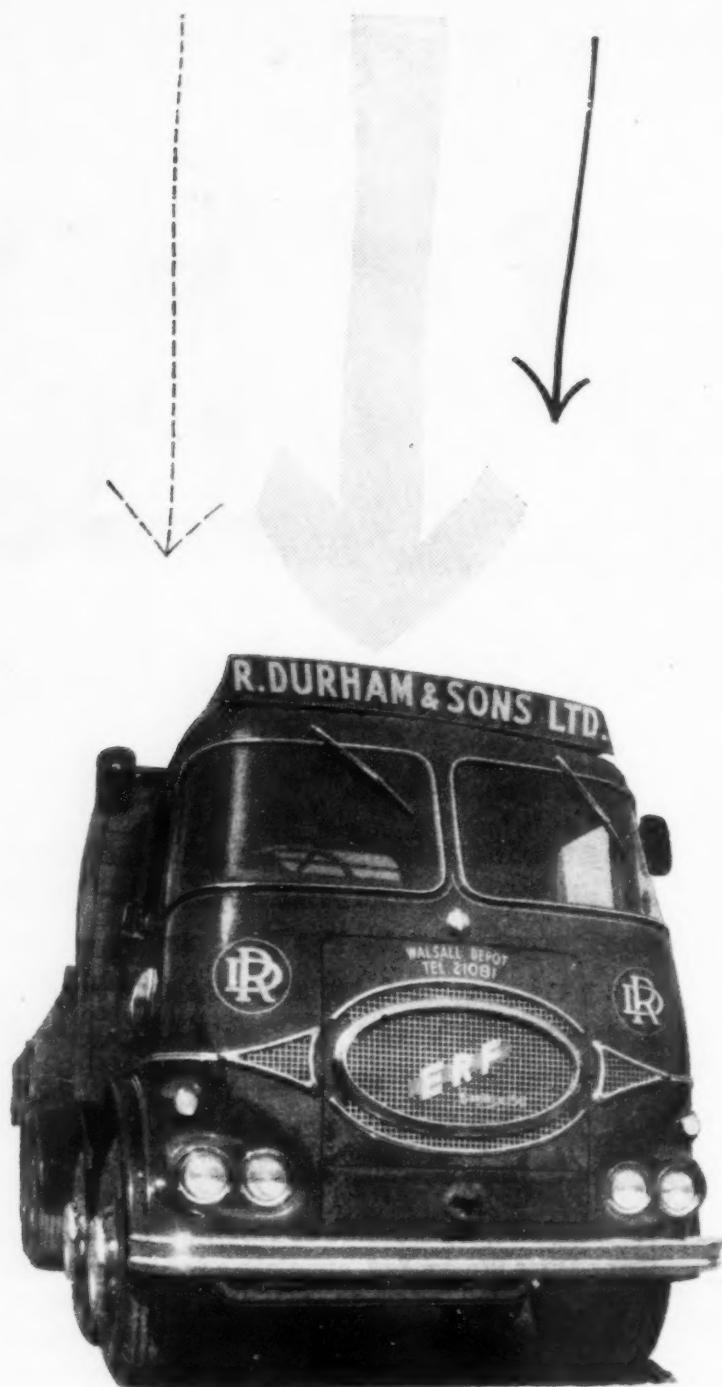
In addition to their range of Tipping Gear, Pilot Works Ltd. specialise in the production of Bodywork of all kinds. Whether made from Wood, Alloy or Steel, of special design or to standard requirements, only the finest materials and craftsmanship go

into the construction of these bodies so that they will stand up to all the hard work and rough usage to which they may be subjected. Write for particulars of standard, wooden Body sizes and capacities, and weights and measurements of Materials.

PILOT *Hydraulic
Tipping Gear*



Smart operators treat
their vehicles to
MASOPAR
SYNTHETIC
ENAMELS
for a superb, brilliant
and durable finish



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FOR ALL MANNER OF LOADS... TASKERS have the trailer born-and-bred for the job. Designed in collaboration with industry. Built to function better than the next... and certain to inherit that renowned TASKERS 'lastability.' "TOUGH like a TASKERS," say transport men! Take the "Easy Load" chassis, for example. Obvious choice for removals, soft-goods manufacturers, etc., for the smoothest ride in trailers on the road today. Independent rear-wheel coil spring suspension; the unique Taskers design that avoids all axle obstruction to give ultra-low-loading with a clear floor area. Exceptional stability!

The range — the facts — the prices of TASKERS semis and independents are well worth looking into. Write for Publication No. 1199, "Representative Types."

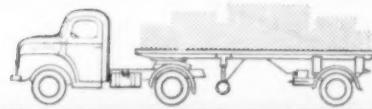
Taskers

HAVE THE BETTER TRAILER FOR THE JOB!

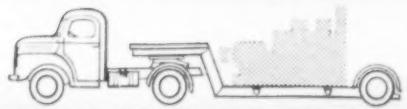
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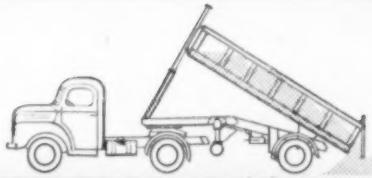
Manchester Office: 26 Corporation Street, Manchester 4. Tel: Deansgate 6009. Telex: 66-249



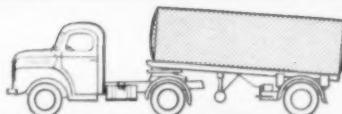
FOR DISTRIBUTED LOADS



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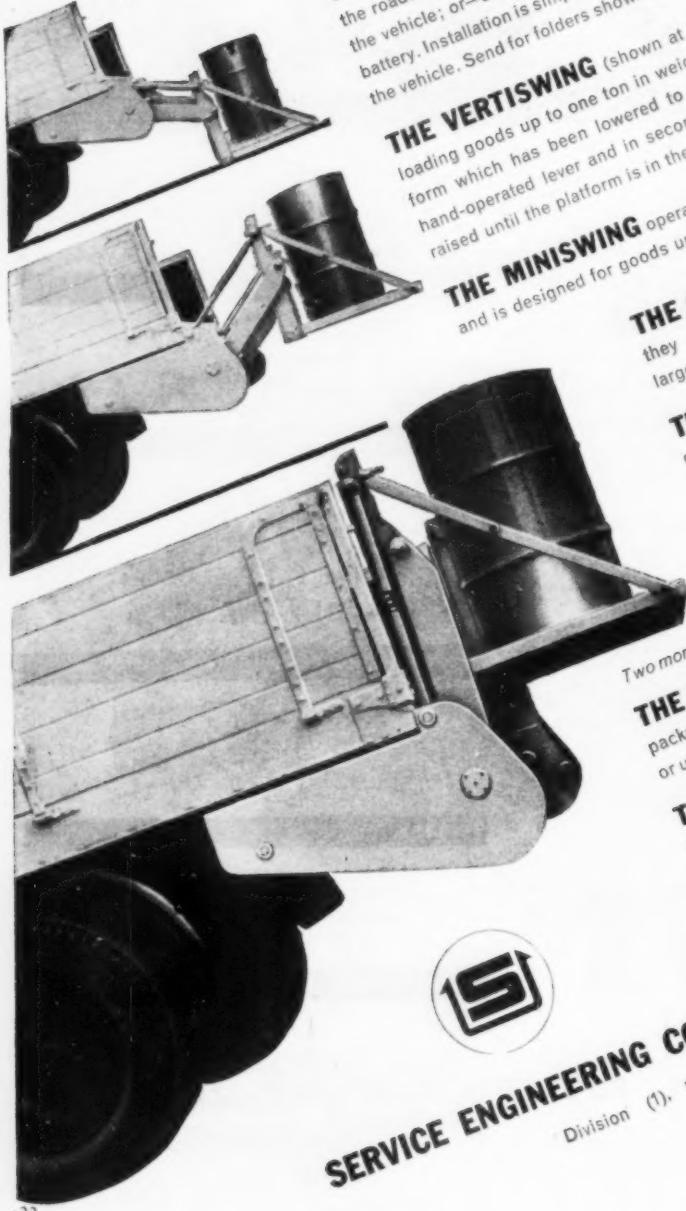


FOR LIQUIDS



FOR TIMBER

Tailboard loaders that let the vehicle do the work



The Service Engineering Company range of Tailboard Loaders makes the loading and unloading of heavy, bulky or fragile packages—up to one ton in weight—quick and easy. On to—or into—lorries, vans or pantech-nicons. Turnrounds are speeded . . . the vehicle spends more time on the road. The loader operates hydraulically—powered by the engine or the vehicle; or—on some models—by an electric motor energised by a battery. Installation is simple, quick, involves no structural alterations to the vehicle. Send for folders showing how our loaders can help you!

THE VERTISWING (shown at three stages of operation) is for loading goods up to one ton in weight. The load is placed on the platform which has been lowered to ground level. A movement of the hand-operated lever and in seconds the load is smoothly and safely raised until the platform is in the position of a horizontal tailboard.

THE MINISWING operates in a similar manner to the Vertiswing, and is designed for goods up to 5 cwt. The platform is 27 in. square.

THE QUIKLIFT is for lifting packages so that they may be stacked at different levels within large vans. It will lift a load at 6 cwt. up to 8 ft.

THE VANLOADER is for loading bulky goods on to the smaller types of van. There are models with lifting capacities from $2\frac{1}{2}$ cwt. to 7 cwt.

Two more labour and time savers—
THE DUMBO LIFTING SYSTEM—elevates packages to the right height and position for stacking or unloading at an upper floor.

THE HYDRATIP TIPPING MACHINE—lifts containers to the required height and tips the contents into a hopper or other receptacle.



SERVICE ENGINEERING COMPANY (Northampton) LIMITED
Division (1), Weedon Road, Northampton. Telephone: Northampton 4372



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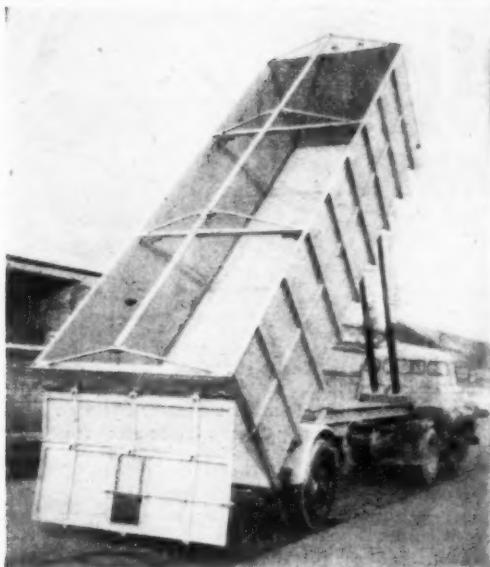
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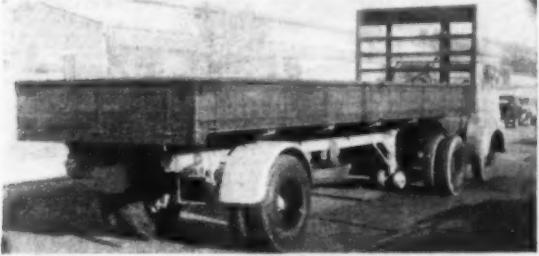
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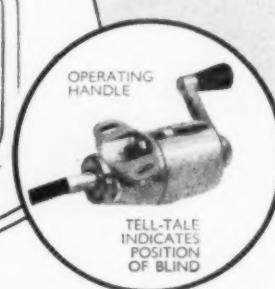
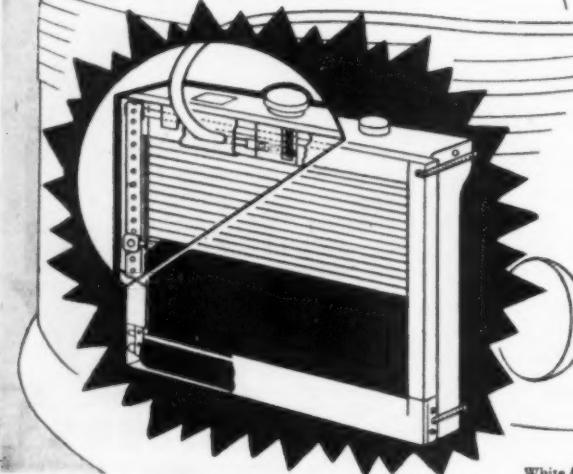
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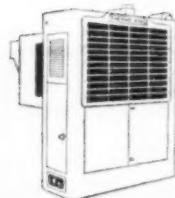
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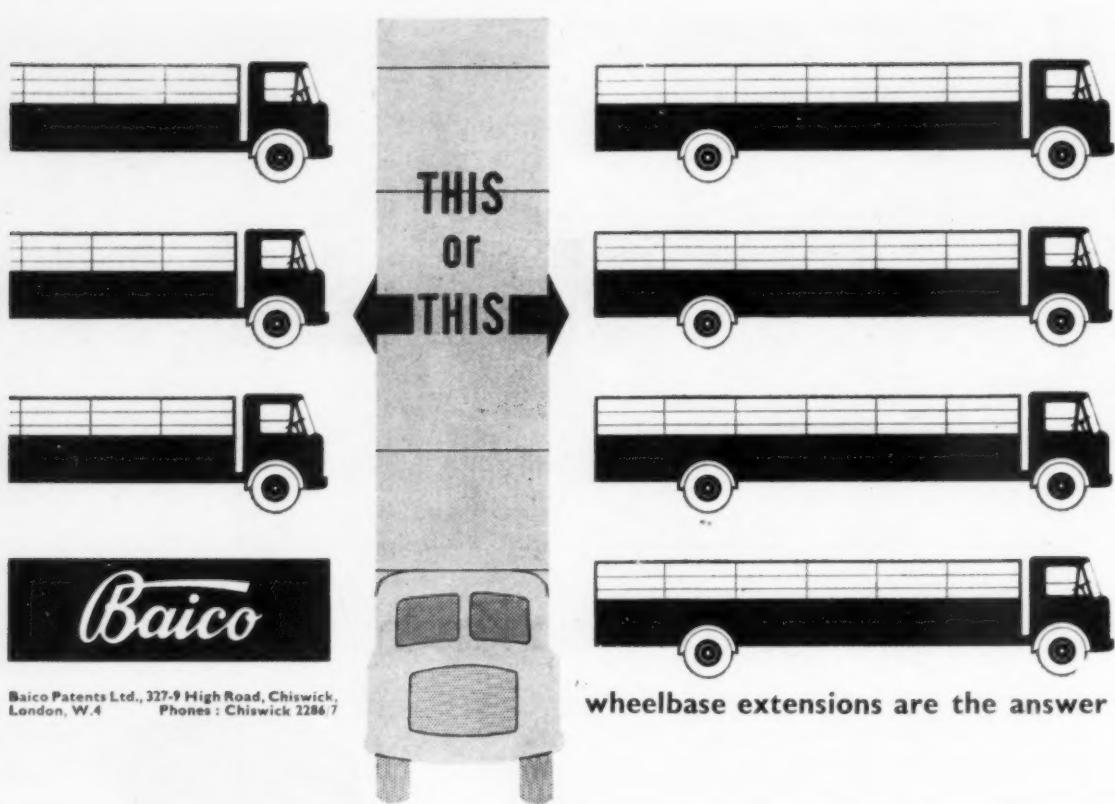
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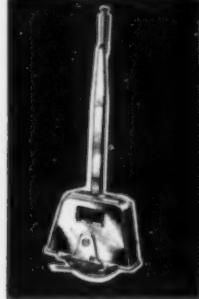
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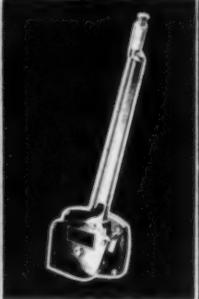


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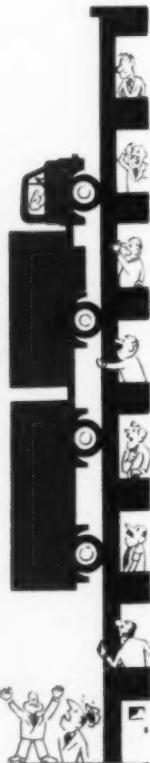
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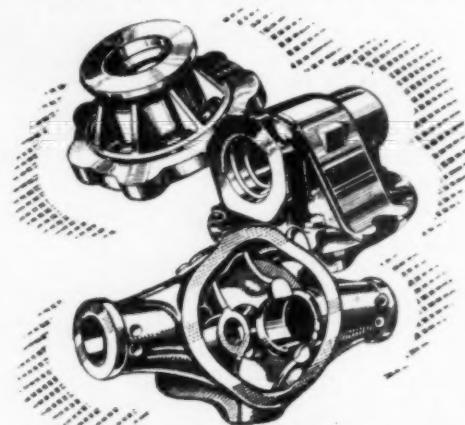
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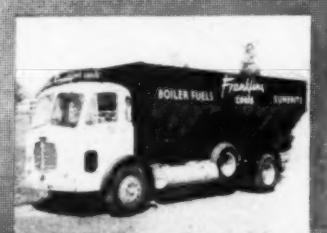
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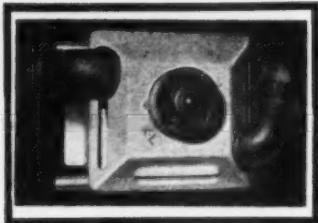
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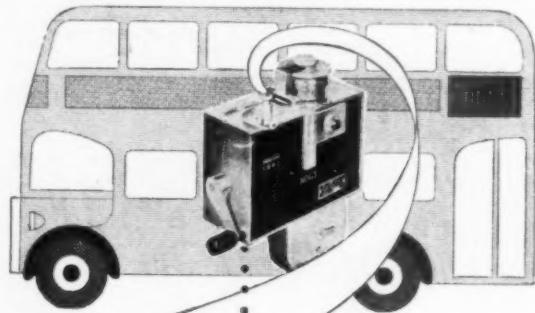
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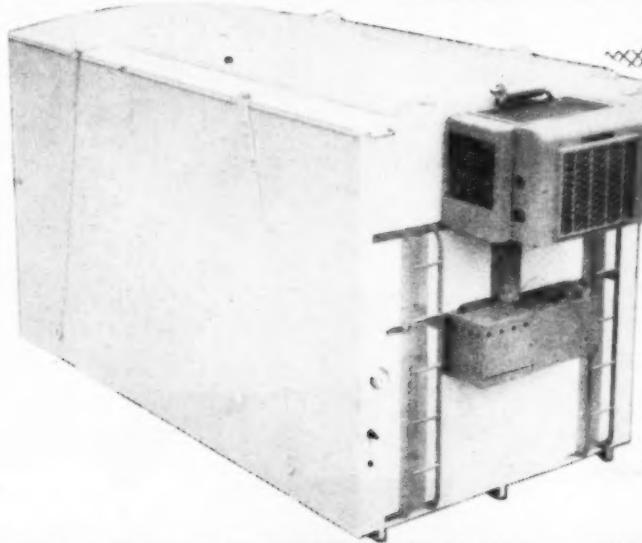
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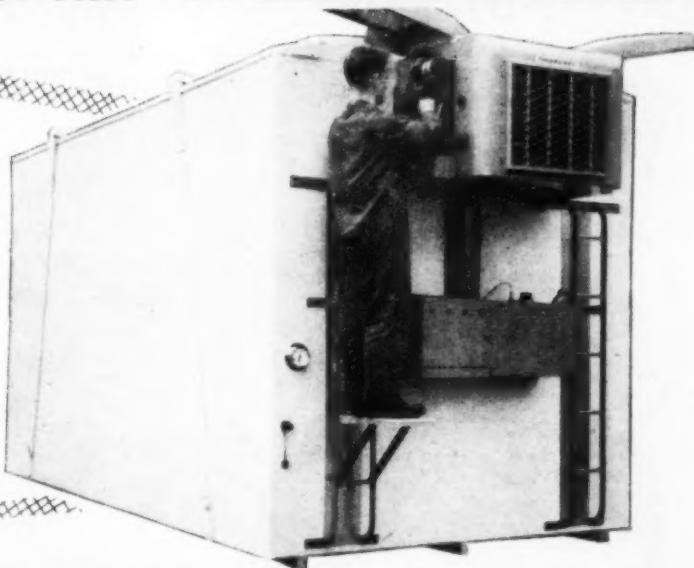
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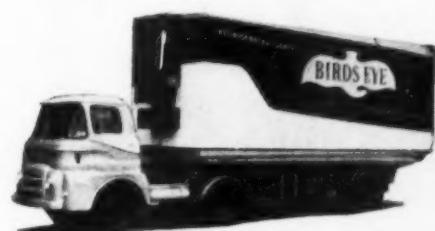
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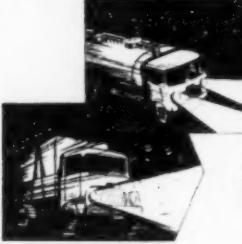
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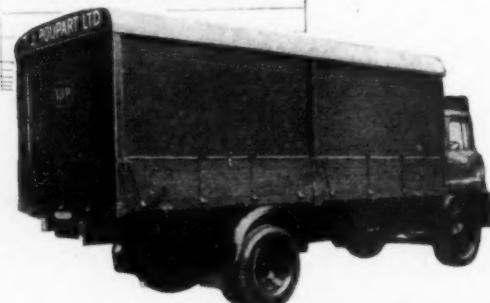
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Editor:
ALAN HAVARD
A.M.Inst.T

Technical Editor:
JOHN F. MOON
A.M.I.R.T.E., A.S.A.E.

Assistant Editor:
CHARLES M. HENDY

Proprietors:
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Chairman and Managing Director:
ROLAND E. DANGERFIELD

Head Office:
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Telephone: Terminus 3636.
Telegrams: "Pressimus London Telex."
Telex: 23839.
Cables:
Telex 23839=Pressimus London E.C.1."

Branch Offices:
Bayliss House, Hurst Street, Birmingham.
Telephone: Midland 6616.

50 Hertford Street, Coventry.
Telephone: Coventry 27414.

1 Brazenose Street, Manchester.
Telephone: Deansgate 6114-8

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Voice of Experience

AS a subject, materials handling is all too often regarded by operators as an exotic theory the application of which is confined solely to large fleet users—and even then mostly C-licenses. This unfortunate attitude badly needs changing and, one of the best ways of doing this is by the application of down-to-earth common sense.

A welcome slice of this valuable commodity was applied this week by the report of a joint study group comprising members of the Institute of Road Transport Engineers, the Institute of Materials Handling, and the Institution of Production Engineers. The members of this group deserve congratulations, for many operators will benefit if the group's recommendations—the product of some two years' research—are put into effect.

The aim of these recommendations is largely to achieve standardization of platform bodies so as to ensure maximum handling efficiency, especially in view of the increasing use of palletization. But they make a number of recommendations about van bodies as well. If what the group suggests is, in fact, carried out then that aim will certainly be achieved.

Probably the most sweeping recommendation is for a uniform loading height of 4 ft. A maximum height of 1½ in. is sought for side raves on flat bodies, with, where practical, a minimum width between raves of 7 ft. 2 in.

This unpretentious, modestly presented document is the voice of operating experience. It is the right way to get the kind of vehicles that are best suited to the job. It is to be hoped that it will stimulate the results it deserves.

No Greasing

THE recent announcement of the Renault 4L front-wheel-drive four-seater car, particular features of which include a sealed cooling system that does not require topping-up and chassis gear that needs no greasing, is a tempting reminder to commercial vehicle operators. Motorists welcome these "no-servicing" features; to many commercial vehicle operators they represent a precedent that could advantageously be followed by the makers of all types of goods and passenger vehicles, as a means of reducing maintenance costs and increasing vehicle utilization.

What are the obstacles to the introduction of such features? Obviously the same principles could be applied to heavier chassis to give freedom from servicing over an extended period. Objections might be that this would involve the risk of larger repair bills later on, or that lack of regular inspection of the chassis gear could lead to serious defects being occasionally overlooked. It does not seem likely, however, and where existing automatic lubrication systems have been used on a chassis there have been no complaints.

The development of the Renault may create a climate of operator opinion that will foster a demand for the elimination of servicing. It is significant that the Renault is an inexpensive vehicle which will be mass-produced. Many commercial vehicle operators would pay more to achieve less maintenance—and the importance of less maintenance is critical in some markets, particularly overseas. Recent advances in dry lubrication and rubber technology may well offer immediate benefits that could be exploited by manufacturers to develop vehicles capable of operating indefinitely without servicing.

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— NEXT WEEK —

- The Frankfurt Show, Report and Pictures

Men Who Make
Transport

Arthur

Alf septuagenarian Arthur Watts, who is chairman and managing director of Watts (Factors), Ltd., Lydney, were not so immersed in the day-to-day operations of so many companies that there is not space enough here to mention them all, I, for one, would like to persuade him to write a history of the internal combustion engine's development.

For he was in at the start—in it at any rate from the day when an enthusiastic policeman booked him for speeding on his motor bike in Chepstow. It having been proved in court that he had been scorching at 12 miles per hour the magistrate observed that there was no doubt that motorcycles were noisy and dangerous machines. His horse always shied when one passed, he said.

That was about two years after young Arthur was apprenticed to J. S. Willway and Sons, of Tramways Centre, Bristol (whose showrooms I well remember way back in 1910 for they always had a fine display of Overlands!). From Bristol he returned to the scene of the foundation of the family fortunes in Lydney, Glos, where his father owned an ironmongery business and where Arthur lost no time in developing along his favourite lines—selling and repairing cycles, motorcycles (for which he had grown a passion) and, later, motorcars. They were days, let me remind the nostalgic, when motor bikes were equipped with a fine starting apparatus—"push and jump." Who today remembers the Watney? Not a brewer, but a motor bike assembled and sold by Watts, the name deriving from an elision of Watts and Lydney. In its time a startling success.

Arthur Watts told me about his first car, bought in co-operation with his brother. It was a De Dion Bouton, circa 1900, with a single-cylinder engine, tiller steering and a gear change which looked very much like a steering wheel: left turn bottom gear, right turn top, and no reverse.

Bird's Eye View By The Hawk

Salute to a
Rebel

AWKWARD people, these road hauliers. Take Mr. Peter Beamish, 42-year-old haulage contractor, of Normanston Drive, Lowestoft. He pleaded guilty at Lowestoft to refusing to fill in part of this year's census form. "I feel that somewhere, some time, somebody has to make a little stand," he told the Court. "I realize the penalty, but I think the cost will be worth making the protest. It is just my personal feeling with regard to the bureaucrats in Whitehall."

Mr. Beamish was fined £5, with £3 3s. costs.

Son et Lumière

ASMALL slice of history was made when John Moon did his road test of the Leyland-Scammell articulated outfit, the report of which starts on page 250 of this issue, for the complete test was filmed. This is believed to be the first time that a road test of this sort has been covered in this way, and the resulting 15-minute colour and sound film should be available shortly.

The film was made for Leyland Motors, Ltd., by the photographic section of Standard-Triumph, yet another of the valuable acquisitions made by Leyland over the course of the past few years. Strangely enough, filming did not disturb the normal course of the test overmuch, but recording the commentary and sound effects was a different story: all praise

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though to Brent Laboratories, Ltd., whose recording engineers worked wonders with what seemed like thousands of feet of tape-recorded engine noises.

Front-wheel Drive

AT the recent Hardy Spicer Press function, held to commemorate the production of half a million Birfield constant-velocity joints for B.M.C. Mini-cars and vans, I was particularly interested in a reference in the hand-out to "the trend towards front-wheel-drive vehicles" and in the announcement that "a substantial order has recently been placed by a large British manufacturer for inclusion in a model yet to be announced."

Front-wheel-drive offers valuable latitude to the bodybuilder with regard to space and loading height and, undoubtedly, if it were not for loss of traction on steep gradients, the makers of larger goods-vehicle chassis would also develop front-wheel-drive models.

Hydrostatic Transmission

IT is noteworthy that the Hardy Spicer company consider that hydrostatic transmission will probably be developed for all classes of vehicle in the not-too-distant future. In the event, it is likely that the system will take the form of an engine-driven pump feeding an hydraulic motor mounted on the chassis from which the drive will be transmitted to the wheels through short propeller shafts equipped with constant-velocity joints.

Although the use of two wheel-mounted motors for each driving axle would offer a number of advantages, they would add materially to unsprung weight, and this arrangement is considered unsuitable for vehicles operating at higher road speeds.

Josiah Watts



A very lively septuagenarian—Mr. A. J. Watts.

Petrol, incidentally, was 1s. per gallon—when you could get it! Some 10 years old, the car cost £5.

That seems to have sparked off as keen an enthusiasm for cars as for motorcycles, for it must have been around the year 1912 that the Watts organization started selling Fords.

Then, Arthur's taste for getting ahead being far from satisfied, the company operated one or two hire cars and was granted a G.P.O. mail contract for the Forest of Dean area.

The first war intervened. Arthur finds himself in the Royal Naval Air Service at Cranwell (then H.M.S. Daedalus) and was serving when the Royal Flying Corps became the Royal Air Force. Now his days were spent working to his heart's content on the maintenance of aero engines—Sunbeams, Rolls, Le Clerget and many others.

It was after the war, during 1920 and 1921, that Arthur Watts, with a wider experience of motor engineering and an unquenched, and undiminished, eagerness to "get on" helped to reorganize his father's business. From that time the motor trade department was separated from the ironmongery, new premises were built in the centre of Lydney, and off went Arthur on a Grand Tour of Europe in search of ex-War Department lorries, chassis and spares. A truly mixed bag of time-expired warlike material was brought back to Gloucestershire, much of it being used by Red and White Bus Services in their early days.

Incidentally, he was to spend the next 40 years in close association with that company, acting for some time as chief engineer and later as technical director.

What impressed me about the whole Watts set-up in Lydney is its ramifications. Name a motor development or type of transport enterprise, and it is more than likely that at some time in his long career Arthur Watts has experimented with it, improved it, or operated it. It looks like a history of uninterrupted development, of unfaltering success. But, of course, no company has a story like that. "We've had our failures and we've done things that ought

to have turned out much better than they did," says Arthur. Certainly he and, under his guidance, his company, have been untiring in trial and error; nor does it appear that his energetic inventiveness has faded very much now he has passed the three score and ten mark.

There was, for instance, the oil vaporizer, one of several fuel devices for bus operation in which he was closely concerned during 1926 to 1930. Later came experiments with a two-stroke diesel. In 1928 he became interested in the old L2 Gardner marine diesel and fitted some into ex-W.D. Leylands, allowing for the greater torque by changing from solids to larger diameter pneumatics.

Diesels seem to have interested Arthur right from the start. He never wearied in arguing and demonstrating. Thus it was that around 1931 he urged the other directors of Red and White to convert a bus to diesel power by fitting a Gardner oil engine, the opposition to such a conversion by all passenger fleet operators being at that time very considerable. By 1936, however (Arthur Watts related with glee), conversions had been made on a broad scale. Good or bad? I put the question to him from the point of view of a passenger and pedestrian. No less a personage than the Duke of Edinburgh recently complained that he was sure he was being choked to death by diesel fumes. Nonsense claims Watts. "Fumes come only from badly maintained engines," he says. "That doesn't condemn diesel fuel or engines."

He faced his second world war in a different capacity from the one in which he served during the first. In November, 1939 (still inventing), he took out a patent for a gas producer with gravity feed to the fire furnace, a development which incorporated a fuel hopper on the roof of a bus. Before 1939, he pointed out, very little attention was paid to the development of solid fuels, a factor which led to the invention of the Watts gravity feed boiler.

The war pursued its tragic and monotonous course. The Watts organization was much engaged in overhauls and repairs of many types of diesels. Essential commercial vehicle work was, of course, continued.

Between 1954 and 1956 he twice visited Africa where his son Geoffrey is in charge of United Transport's interests in Kenya, Tanganyika and Uganda. The Rhodesias saw him, too. Untiring and full of initiative still, he went across the Atlantic in 1960 and secured the manufacturing rights for the U.K. of Mitco Industrial Tires Co. Inc.

And 1961? "I'm working as hard as ever," he told me. "I still attend all the board meetings. I'm involved in developing Mitco tyres." But some relief is ahead. "I may be relieved of the technical side of United Transport direction in 1962 when my son comes back from Africa."

But my bet is that he won't be long filling that gap in his day's activities, if gap there should happen to be. H.C.



"According to this logsheet, we're in the middle of 1962!"

Three Bankrupts Lost £13,000 in a Year

After hearing three cases of haulage contractors going bankrupt the registrar, Mr. J. L. Williams, expressed the hope at Newport bankruptcy court last week that others would take note that the three contractors between them had lost about £13,000 in 12 months. "People seem to think things cannot go wrong," he added.

Jack Webb, 44, of Waltwood Road, Underwood Estate, Llanmartin, said that when he started work carrying slag to the Spencer steelworks site he was reasonably successful. Then breakdowns resulted in big repair bills and he had heavy pay and hire-purchase commitments. His deficiency amounted to £3,119.

Webb said he had not really considered the facts. He went rushing into something with his eyes shut when he embarked on the business. The examination was closed.

Edward William Harvey, of Channel View, Pontymister, blamed the failure of his business on accidents in which his lorries were involved, high cost of repairs, and decreased rates for haulage. After three crashes he had been forced to ask firms to repossess the vehicles.

"Stiff Undertaking"

Harvey, who had a deficiency of £4,240, agreed that the purchase of the lorries, costing £6,441 and £3,772, was a "pretty stiff undertaking." Monthly instalments totalled £338, but at the time he was drawing only £18 a week wages.

Harvey said that on paper the scheme had looked good and he did not agree with Mr. W. H. Meredith, the official receiver, that he had entered the venture recklessly. The hearing was adjourned for two months.

Inexperience of business matters and lack of capital, it was said, contributed to the failure of a haulage business owned by Trevor William Clissett, 43, of Liswerry Road, Newport.

With capital of £5 Clissett started in business transporting coke, coal and phurnacite and bought three lorries for more than £9,000 and later a fourth. He drew on average a wage of £12 a week.

RECORD YEAR FOR ATKINSON VEHICLES

A NET PROFIT of £58,524 for the year ending March 31 last, compared with £42,576 for the previous year, is announced by Atkinson Lorries (Holdings), Ltd., whose annual general meeting will be held on October 3.

In his statement to be presented to the meeting the chairman, Mr. W. G. Allen, reports another record year, with turnover increased by 30% for the company's manufacturing subsidiary, Atkinson Vehicles, Ltd.

There was a corresponding reflection in the profit figures and an increase in exports.

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Guy in Receiver's Hands: No Comment on Future

BY THE EDITOR

NOT unexpectedly, there was no comment from Guy Motors, Ltd., after Lloyds Bank appointed Mr. S. V. Lancaster as official receiver and manager this week. Operators of Guy vehicles have been questioning *The Commercial Motor* about the spares and servicing question. "Will someone carry on?" they have been asking.

I regret to say that I can offer no firm statement. Despite protracted efforts by *The Commercial Motor*, all I can report from the receiver is: "No comment." It was not possible to speak to the official receiver, but we were told by a Mr. E. R. Jeynes: "It is much too early to make a statement."

However, despite Mr. Lancaster's understandable inability to make a statement, I feel that operators of Guy vehicles should not worry unduly. Informed sources have indicated to me that the chances of Guy Motors continuing in production, in one form or another, are good. But even if this forecast is wrong, someone would certainly find it worthwhile to offer spares and service. In the absence of news to the contrary, there is, in short, no need for Guy operators to worry.

The company have suffered heavy trading losses over the past few years. Last year it incurred a loss of £444,684. No Ordinary dividend has been paid since 1958. Bank overdrafts at July 31, 1960, were £1,284,714.

JOSEPH H. TURNER TAKE-OVER NEGOTIATIONS

Celotex, Ltd., manufacturers of insulated board and hardboard, of London, N.W.10, are negotiating for the takeover of Joseph H. Turner (Transport), Ltd., the London haulage concern who are neighbours of Celotex in north-west London.

Mr. R. B. Rodgers, secretary of Celotex, Ltd., confirmed that negotiations for the purchase of the Turner company were in progress, but said that the final formalities have still to be completed.

He did make it clear, however, that if the negotiations were successfully completed, Turner's fleet of 36 A, contract-A, and B-licensed vehicles would not be operated as a C-licence fleet for Celotex. Turner's, he said, would continue to operate as a general haulage concern as they had done in the past.

Mr. J. T. Turner, managing director of Joseph H. Turner (Transport), Ltd., is one of the four national vice-chairmen of the Road Haulage Association and a past chairman of the central London sub-area and of the metropolitan and south-eastern area. He was not available this week for comment about his future in transport.

£250,000 DEVELOPMENT FOR TOOL MAKERS

A NEW £250,000 development plan for their Sheffield factory has been announced by Stanley Works (G.B.), Ltd., the tool manufacturers. The major part of the plan is the erection of a modern £180,000 33,000 sq. ft. administration block on a site adjoining the factory. This will release valuable production space occupied by offices in the factory buildings.

London Busmen May Ban Overtime

From Our Industrial Correspondent

LONDON TRANSPORT EXECUTIVE face further industrial trouble from their busmen whose leaders are to seek permission from the executive committee of the Transport and General Workers' Union to ban all overtime and rest day working.

If such a ban were operated, London Transport estimate that about one bus in 20 would have to be taken off the road.

On the face of it the busmen's action is in protest against a further cut of one per cent. in scheduled services which is to come into force in the middle of next month when the winter timetables come into operation.

This, the busmen contend, would cut their earnings by reducing their overtime pay. But London Transport maintain this is not so.

The cuts, they insist, are merely paper cuts of services that are not being run anyhow because of shortage of staff. By eliminating them schedules could be rearranged to give a more even service to passengers.

At present the shortage of drivers and conductors—particularly of drivers—amounts to 10 per cent.

There is, however, another reason which may be behind the overtime move. The busmen's new wage claim, already approved by the union executive, is due to be presented to London Transport shortly. It will be for higher wages, time and a half for Saturday afternoon work and less week-end work.

In the present difficult atmosphere resulting from the Chancellor's wages pause, the busmen may well feel that extra pressure by way of an overtime ban might help them to get an early settlement.

Engineers Ask For Standard Floor Height

A NUMBER of far-reaching recommendations concerning the design of vehicles to be used in connection with materials handling equipment has been made by a joint study group on materials handling in road transport. The group comprised members of the Institute of Road Transport Engineers, the Institute of Materials Handling and the Institution of Production Engineers. This particular study group was one of a number set up by the National Joint Committee on materials handling. It carried out its investigations as it saw fit and, over the course of some two years' research and discussion, produced its report which was published this week.

There is, states the report, no claim to be a "sweeping and comprehensive survey of the entire field." On the contrary, there is a clear determination to limit the field of inquiry which was accordingly focused upon flat platform vehicles and vans. These were felt to be the types of vehicle to which standardization could be applied so as to ensure maximum efficiency in handling, loading, movement and discharge of materials to be transported. The platform vehicle was the body type most closely associated with the "common-user" concept and was, moreover, the most widely used vehicle at the present time.

Withstand One Ton

Because of the increasing extent to which palletization was being employed, the study group recommended that the design of body structures be so arranged that the cross-bearers and floor-strength should be capable of withstanding a 1-ton load from a pallet truck. This would involve a maximum wheel loading of 1,650 lb. Any one plank laid longitudinally on a floor would have to accept this.

It was appreciated that in some cases pallet trucks handle loads exceeding two tons, but it would be unreasonable to expect these loads to be supported by the floors of common user vehicles. It was recommended that the surface hardness of vehicle platforms should be such that, whilst rolling resistance would be reduced to the minimum, a high degree of durability would nevertheless be attained and yet possess non-slip characteristics, coupled with resistance to local wear from pallet truck wheels.

It was felt, suggests the report, that as the majority of platform vehicles were of

5 to 15 tons capacity, a satisfactory standard loading height for such vehicles would be 4 ft. Minor variations in height between the deck and loading bay should be overcome with bridge plates or similar devices. It was further agreed to recommend that the minimum width between side raves on platform vehicles should be 7 ft. 2 in.

The future trend must be to provide in body standardization for two 40 in. pallets. In recommending 7 ft. 2 in. as a minimum width between raves, it was thought that the size of pallet in general use could be accommodated with due allowance for easy placement and overhanging loads. It was thought that to permit the fork truck to deposit the loaded pallet on a vehicle and for the forks to be withdrawn easily, raves should not exceed 1½ in. in height.

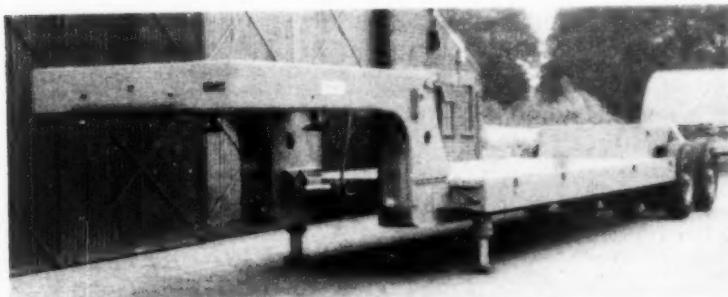
The stability of palletized loads could be increased by canting them inwards to be supported at the outer end of the raves.

Construction of Headboards

The construction of headboards should be such as not to interfere with pallet loading, either from the side or rear of the lorry.

Two alternative recommendations were suggested: (a) the use of steel side support plates which do not require gussets or stays between headboard and platform; (b) the use of support stays in front of or below the platform.

Drop sides did not always fall away flush to the platform edge. Another recommendation suggests that the study group feels, where wheel arches made this generally difficult, the vehicle designers should allow for an increased margin between platform edge and wheel arch.



The front crank assembly of this 40-ton cranked-frame Crane semi-trailer (one of two for work in Argentine oilfields) can be removed so that the trailer can be loaded, if necessary, from the front.

Record Profit For T.D.G.

A RECORD profit of £873,720 for the first six months of this year is announced by the Transport Development Group, Ltd. This includes the profit of £273,241 made by Beck and Pollitzer, Ltd. and its subsidiaries whose shares were acquired as from January 1 last.

An interim dividend of four per cent., less tax (£130,030 net), has been declared on the Ordinary shares of the company and will be paid on October 13 to shareholders on the register on September 8.

The chairman of the Transport Development Group, Mr. P. S. Henman, says, in an interim financial statement, that the half-year saw considerable development, both in the shape of new acquisitions and in work undertaken by existing companies.

"The most important development, however," continues Mr. Henman, "was the offer for Beck and Pollitzer, Ltd., which was financed by an issue of Ordinary shares by way of rights. As results show, the Beck and Pollitzer companies made a solid contribution to the fortunes of the group.

"The companies purchased earlier in the year, Highland Haulage, Ltd., John Rhind Transport, Ltd., and Molo Transport, Ltd., all fit naturally into the group expansion pattern and are responding to the stimulus of changed ownership."

More Bulk Handling of Milk in Scotland

FURTHER evidence of the swing in Scotland to bulk handling of milk was provided at last week's sitting of the Scottish Licensing Authority in Glasgow.

Mr. R. Whiteford applied for an A variation for one vehicle of 4½ tons to carry milk for the Scottish Milk Marketing Board. The Board's figures showed a decided increase in 1960 over the previous year in bulk handling with an existing tanker. Their eight platform vehicles were also fully employed. The evidence pointed increasingly towards an increase in bulk handling.

The application was granted.

Accessories for Safety

AN increasing demand by heavy-vehicle operators for bigger and better external mirrors (measuring up to 10 in. by 6 in.) was reported by Raydyot, Ltd., during a visit last week to the company's new works at Waterfall Lane Trading Estate, Old Hill, Staffs.

The concern was founded by James Neale in 1849 and today it is run by three grandsons of the founder, Michael, David and Peter Neale, and a fourth director, Mr. R. W. Williams.

Recent addition to the Raydyot range is a safety belt of the diagonal strap type manufactured to BS.3254 Standard. It is completely universal and has one U-bolt attachment, under the seat backrest.

Men in The News



Mr. L. S. Pagan.

Councillor G. R. Beeston has been appointed an additional member of the Transport Users' Consultative Committee for Wales and Monmouthshire until July 31, 1962.

Mr. T. S. McMain, traffic manager of W. Alexander and Sons (Midland), Ltd., since 1948, has retired. He is succeeded by **Mr. J. W. Tweedie**, chief traffic assistant at Alexander's Falkirk headquarters for the past 13 years.

Mr. D. E. A. Pettit, who, as already announced in *The Commercial Motor*, has been appointed chairman of S.P.D., Ltd., takes over his new position on October 1. **Mr. L. S. Pagan** is to relinquish his directorship of S.P.D., Ltd., with effect from September 30.

Mr. A. E. Flack, formerly divisional superintendent, Central Road Services, West Division, London Transport, has retired. Recently he was acting as superintendent (Running) Central Road Services. He joined the former London General Omnibus Company as a bus driver in 1922.

Mr. Leonard H. Short, director of overseas operations, The English Electric Co., Ltd., has been elected chairman of the export panel of the British Electrical and Allied Manufacturers' Association. Vice-chairman of the panel for the past two years, he succeeds **Mr. E. V. Small**, consultant to Associated Electrical Industries Export, Ltd. The new vice-chairman is **Mr. Harold P. Martin**, sales director of C. A. Parsons and Co., Ltd.

Dr. D. H. Sharp has been appointed Director (Technical) of the Federation of British Industries as from November 1, on the retirement of the present Technical Director, **Major-General A. J. H. Dove**.

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Mr. D. E. A. Pettit, chairman, S.P.D., Ltd.

Mr. I. D. M. Thomson has been appointed wholesale parts manager of the Haslemere Motor Co., Ltd.

Mr. Brendan C. Murphy has been appointed passenger sales manager of C.I.E., in succession to **Mr. J. J. Purcell**, who has retired after 42 years' service.

Mr. F. T. Hovlan, **Mr. A. G. Synnuck** and **Mr. J. Fulton** have been appointed sales representatives by Aerostyle, Ltd., North Acton, London.

Mr. R. C. Atkinson has been appointed wholesale parts manager of Wadham's, Ltd., and **Mr. G. Hart** has been appointed deputy parts manager of the firm's Southampton branch.

Mr. W. Young, sales director of the Firestone Tyre and Rubber Co., Ltd., was presented with a cheque by the chairman and managing director, Mr. A. D. Wenzel, to mark his completion of 40 years' service with the company.

Mr. H. Perring has been appointed to succeed **Mr. R. A. Lovell** as chief mechanical engineer to the Ministry of Transport. Mr. Lovell retires next December, and Mr. Perring will take up his new appointment at the beginning of that month.

Obituary

We record with deep regret the deaths of **Mr. A. S. Woodgate**, **Mr. Peter Rouchy** and **Mr. T. Butterworth**.

Mr. Woodgate, who was 53, was general manager of Southdown Motor Services, Ltd.

Mr. Peter Rouchy, a haulage contractor at Theddington, near Market Harborough, Leics, collapsed in the passenger seat of his lorry last week. He died in Doncaster Royal Infirmary.

Mr. Butterworth, who was 68, was managing director of Bracegirdle Motors, Ltd., Brooks's Bar, Manchester. He was wartime chairman of the north western committee for liaison between motor traders and the Ministry of Labour.

Oxford Course for Shop Stewards

From our Industrial Correspondent

IN a novel experiment shop stewards from the motor industry are to go to Oxford University to study industrial relations.

The men, from the Cowley factory of the Pressed Steel Company, will take a 16-week course with the full blessing of the company and of six of the biggest unions.

Every Friday afternoon while the course lasts they will leave their work benches for the lecture room. The lectures will cover the economy of their industry, trade union structure and practice, and various aspects of industrial relations.

They will be paid for the time away from work at rates agreed between the management and unions.

Fifteen shop stewards will take part in the first course which starts later this month. A second batch of 15 will take the course later.

Conducted by the extra-mural legacy of Oxford University, the course is the first of its kind in the motor industry.

It is in line with one of the main provisions of the "peace charter" signed earlier this year between leading motor manufacturers and union leaders after a series of talks under the chairmanship of Mr. John Hare, the Minister of Labour.

This called for special training of this kind, not only for shop stewards but also for junior management.

"PAYMENT DEFERRED"

"**P**AYMENT DEFERRED" is the title of an attractive brochure produced to mark the centenary year of the North Central Wagon and Finance Co., Ltd. It points out that hire-purchase has been used in Britain for 100 years.

Forthcoming Events

September 21-October 1—Frankfurt Motor Show.
October 5—Institution of Municipal Engineers, "Planning for Traffic" Convention, Central Hall, Westminster.
October 5-15—Paris Motor Show (Cars only).
October 14—R.H.A. East London sub-area Banquet and Ball, Park Lane Hotel, London.
October 17-18—Road Haulage Association Conference, Brighton.
October 18-28—Earls Court Motor Show.
October 24-27—Royal Dairy Show, Olympia.
October 28-November 8—Turin Motor Show.
October 31—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.
November 10-18—Scottish Show, Kelvin Hall, Glasgow.
November 13-16—National Maintenance Conference and Exhibition, Central Hall, Westminster.

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February 22-March 4—Amsterdam Show.
April 7-8—National Coach Rally, Blackpool.
April 30-May 5—F.I.S.T.A. Ninth International Automotive Technical Congress, Church House, Westminster.
May 8-12—Mechanical Handling Exhibition, Earls Court.
May 15-17—Public Transport Association Conference, Harrogate.
May 29-June 1—Institute of Transport Congress, Cardiff.
September 21-29—Commercial Motor Show, Earls Court.
October 17-27—Earls Court Motor Show.
 Following are the provisional dates of Continental shows for 1962: Copenhagen—March 7-11; Geneva—March 15-25; Paris—Oct. 4-14; Turin—Oct. 31-Nov. 11.

Frankfurt Lacks Promise

From John F. Moon

TWO days before the opening of the 40th International Motor Show in Frankfurt yesterday it became fairly obvious that by opening day most of the visitors would be asking: "Where are the new models?" Short of some real last-minute surprises putting in an appearance it is obvious that this is not going to number among the more exciting European commercial vehicle exhibitions.

The Show seems larger than ever this year, and from a clear blue sky the sun beats down remorselessly on the many exhibition halls and parks. Fresh air would be the answer, but there isn't even any air to be found in the suspensions of most of the exhibits, the flood of air springs which burst into the limelight four years ago having been turned back by most manufacturers in preference for steel leaves. A number of bus and coach exhibits are air sprung, however.

Recessed Headlamps

The few new features that were distinguishable at the time of writing were mainly on Mercedes-Benz vehicles, including headlamps recessed into the front bumpers of some models to reduce dazzle when laden.

The Dutch D.A.F. concern, who have sold 350 goods vehicles in Germany this year alone, are showing their latest 1-ton pick-up which has the new 750 c.c. air-cooled engine. Henschel—exhibiting for the first time with the name "Savim Renault" beneath the Henschel badge—have new forward- and normal-control cabs with attractive "razor-edged" styling.

Some surprise was expressed at Hanomag's vehicles being on display, as these are manufactured by the Borgward concern, but rumour has it that Carl F. Borgward has acquired enough funds to re-form the company, and that production should recommence in the not too distant future.

The Show closes on October 1, and a fully illustrated report will be published next week.

Farmers Want Bulk Delivery

TO cope with the increasing request of farmers in Yorkshire, Lincolnshire and Co. Durham for their grain and fertilizers to be delivered in bulk, J. H. Tait Transport (York), Ltd., were granted two additional A vehicles at Leeds on Tuesday. The normal user was modified from its original form and now Tait asked to carry fertilizers, cattle food, agricultural products and grain to Yorkshire, Lancashire, Lincolnshire and Co. Durham for two named customers. These conditions satisfied the British Transport Commission who had objected at the outset. Initially the application had been for four vehicles with much wider conditions.

Hydrostatic Transmission Giving Two-pedal Control

WHEN a Hydrocar 1-ton industrial truck was demonstrated by The Plessey Co., Ltd., last Friday, it was claimed that the Hydro-stabil infinitely variable hydrostatic transmission fitted to the truck provided an appreciable saving in fuel consumption (as well as ease of control), a highly favourable low speed torque and ample braking power.

As announced in April this year, the Plessey company are licensed to manufacture the Hydro-stabil equipment in a range covering capacities from 2 h.p. to 125 h.p. and to market the equipment throughout the British Commonwealth.

The vehicle demonstrated was equipped with a hydrostatic transmission system housed in the back axle. This comprises a variable delivery pump and two fixed delivery motors, which drive the rear wheels through spur gears giving a reduction of 6.7 to 1. Both the pump and motors are of the axial-piston type. The cylinder barrel of the pump is mounted on trunnion bearings, so that its axial position relative to the input shaft can be

adjusted manually to provide variations in the stroke of the pistons and, therefore, in output. In the case of a back axle assembly of similar type, designed for an input of 22 b.h.p. at 2,200 r.p.m., the rated maximum torque output is 2,380 lb. ft. at 24 r.p.m.

Use of the system eliminates the need for a clutch, reverse gear or differential, and braking power is sufficient to lock the rear wheels without friction brakes. The system is controlled by two "rocking" pedals giving forward and reverse, the rear wheels being locked when the pedals are in the neutral position. In a demonstration of the Hydrocar on a ramp having a gradient of 1 in 4, it was shown that the transmission affords exact "inching" control down to virtually zero speed without snatch or judder.

Friction brakes are fitted in the axle assembly for parking purposes and to satisfy the Regulations. The propeller shaft housing is employed as a cooling system for the fluid.

Transporter Bridge Celebrations

MIDDLESBROUGH'S transporter bridge will be 50 years old on October 17, and Middlesbrough Corporation transport committee has decided that it should be illuminated to mark its jubilee. Mr. F. Lythgoe, general manager of the transport department (which is responsible for the bridge), is also to investigate the possibility of lighting the top of the bridge structure, nearly 200 ft. high.

Two Extra Vehicles

AT Edinburgh on Monday, Mr. John M. Kennie, of South Queensferry, applied to vary a B licence by the addition of two vehicles of 6½ tons "road and building materials within 25 miles." Hiring in the area had become increasingly difficult as a result of the work on the Forth Road Bridge, the approach roads, and the new B.M.C. factory at Bathgate, it was pointed out.

Mr. Ivo Townsend, the Deputy Licensing Authority, granted two vehicles solely on the existing Forth Road Bridge work within a 15-mile radius.

IR.T.E. OFFICERS

THE following office bearers have been elected by the Institute of Road Transport Engineers for the forthcoming year: President, Sir William Black (chairman, A.E.C., Ltd.); vice-president, Mr. J. H. Vincent (technical officer, London Carriers, Ltd.); Hon. Sec., Mr. G. Curtis (maintenance engineer, Borough of Wembley); Hon. Treasurer, Mr. A. Enticknap (managing director, Alpha Motors, Ltd.); Hon. Advisory Officer, Mr. R. Hastings (chief engineer, transport, Park Royal Transport, Ltd.).

TYNE TUNNEL START
WORK on the £12½m. Tyne tunnel will commence on October 9.

The Story of 270 Lost Days

After giving details of vehicles being off the road for 270 days during temporary substitutions last year, and of paying overtime to staff when they worked at week-ends, East Lancashire Carriers, Ltd., were granted a new B maintenance vehicle at Blackburn last week.

Mr. J. Bradley, managing director, said that he wanted to hire the vehicle which would cater for nine vehicles belonging to East Lancashire Carriers and two belonging to their associated company, T. Whittingham (Accrington), Ltd. A list of occasions when the company had obtained temporary substitutions from the Licensing Authority were produced, but Mr. Bradley said that unless a unit was going to be off the road for more

than four days it was not worth applying for this facility.

Relying to Mr. R. A. Webb, objecting for the British Transport Commission, he said that he had no evidence available of customer inconvenience.

In submission, Mr. J. Backhouse, for the applicants, stated that there was always a day or two between temporary substitutions being granted, and 270 days were involved when vehicles had been off the road during these periods. The vehicles all did substantial mileages and served numerous customers.

The North Western Licensing Authority, Mr. F. Williamson, granted the new unit.



The latest tanker to join the fleet of the British Oxygen Co., Ltd. It is mounted on an Albion Clydesdale chassis and can carry the liquid equivalent of 150,000 cu. ft. of gaseous oxygen.

Anglo-U.S. Link-up for Valve Production

An Anglo-American production and marketing agreement for a new range of hydraulic control valves has been concluded between Dowty Hydraulic Units, Ltd., Ashchurch, Glos., Rubery Owen and Co., Ltd., Darlaston, Staffs., and the Hydraulic Units Specialties Co., of Waukesha, Wisconsin, U.S.A.

Under the agreement, the full range of Husco valves, at present manufactured in America by the Hydraulic Units Specialties Co., will be produced in this country by Rubery Owen. They will be marketed in Britain and throughout Europe by Dowty, as the Dowty-Husco range.

One hundred and twenty combinations of the valve will be available in sizes up to 158 Imperial gallons per minute. Dowty-Husco valves, together with the hydraulic control valves already manufactured by Dowty Hydraulic Units, Ltd., will provide one of the most comprehensive ranges on the European market.

Principal applications of the new valves are in the earth-moving, mechanical handling, agricultural machinery and process-control fields.

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New Transport Depot

FIFE COUNTY COUNCIL has approved the construction of a £55,000 transport depot at Millgate, Cupar, Fife, to replace the existing premises which are now too small. The new depot will be 100 ft. by 90 ft. and will include a garage, a machine shop, body shop, welding shop, cellulose spraying bay, stores and an administrative section.

The Golden Age of Trams

In the first chapter of his book "The Golden Age of Tramways" (published today by Routledge and Kegan Paul, Ltd., Broadway House, 68-74 Carter Lane, London, E.C.4, price 40s.) Mr. Charles Klapper says: "The chapters that follow are intended for the ordinary person, to tell something of how the golden age of the tram dawned and show how and why it passed."

However, to this "ordinary person" the subsequent 321 pages are as unappealing as a ride in a tram. To the enthusiastic student of the origins of public transport systems the book is no doubt of interest, its contents including copious references to innumerable

Orders and Deliveries

B.R.S. MAKE IT 206: Thirty more A.E.C. Mercury 8-ft. 7½-in.-wheelbase tractive units have been ordered by British Road Services. Details will be the same as the 176 chassis ordered recently.

ATLANTEANS TO PORTUGAL: Ten Leyland Atlantean rear-engined double-decker bus chassis have been ordered by Oporto Municipality. Locally built bodies will be fitted.

NIGERIAN ORDER: Niger Motors, Ltd., A.E.C. distributors in Nigeria, have ordered seven A.E.C. Monarch long-wheelbase chassis, two A.E.C. Mandator tractor units and one A.E.C. Marshall chassis.

BIG INDIAN ORDERS: Ashok Leyland, Ltd., have received order from the Gujarat State Road Transport Corporation for 150 Leyland Comet chassis worth over £430,000. Locally built single-decker bus bodies will be built on the chassis. These will be of aluminium with seating capacities ranging from 44 to 50. Other orders received by Ashok Leyland, Ltd., include one for 75 Leyland Titan double-deckers and 15 Leyland Comet single-deckers from the Bombay Electric Supply and Transport Undertaking, one for 18 Leyland Comet tractive units from the Indian Air Force, one for 6 Leyland Comet goods carrier chassis from the National Rayon Corporation, Ltd., Bombay, and a fourth from the Neyveli Lignite Corporation, for four Leyland Comet long-wheelbase chassis.

P.M.T. ORDER NEW MODEL: Potteries Motor Traction Co., Ltd., have ordered 10 A.E.C. Reliance 590 chassis—the new model for 36-ft. long single-decker bodies. The vehicles will be used on selected stage carriage routes.

BOTTLE MAKERS ORDER SCARAB: Four Scammell Scarab 3-ton mechanical horses and one 6-ton unit have been ordered by United Glass Bottle Manufacturers, Ltd., for use in their Sherdley Works, at St. Helens, Lancs. They will be used mainly for the transport of finished goods from production lines to dispatch bays.

EASTBOURNE ORDER MORE: Eastbourne Corporation have ordered five more A.E.C. Regent Mark V double-decker chassis. So that the buses will be the same as existing vehicles in the fleet, seating capacity will be kept at 60 and translucent roofs and A.E.C. AV 590 diesel engines will be fitted.

Government Acts and Orders, route mileages and track gauges. Constructional details of the many varied, and, no doubt, interesting trams mentioned are skimpy. Nevertheless, considering the complexity and antiquity of such a subject as tramways, the author has provided a comprehensive work of reference which includes fairly extensive histories of some of the more important British tramway undertakings. The book contains 47 photographs and 14 drawings and maps, whilst the appendices include the abandonment dates of the major tramways, a list of those trams preserved by various museums, and the L.C.C.'s 1919-20 schemes.

J.F.M.

Glazebrook Win Safest Cab Competition

WINNER of the Safest Cab competition, for which 39 of the vehicles entered at the Lorry Driver of the Year Final (reported on page 246) were eligible, was an A.E.C. Mercury tractive unit with plastics cab, owned by Glazebrook Transport, Ltd., Langley Mill, Notts, operated on contract-A licence for Vic Hallam, Ltd. The driver of the articulated outfit, J. Brown, received an award in addition to the trophy presented to the owners. Second place went to Pease Transport, Ltd., Liverpool, with a Guy driven by J. C. Martindale, and third was Thomas Hedley and Co., Ltd., Grays, with a Bedford driven by A. Pickess.

There were three sections to the test—vision, safety features and comfort and maintenance. Out of a maximum possible of 128 marks the winner obtained 109, with the runner-up and third 100 and 97 respectively.

The winner dropped only four marks for vision, had a full score for maintenance, but was 15 marks down (out of 62) for the safety features and comfort section. This was mainly due to marks lost for having no swivelling quarter lights or opening windscreen (five marks lost), having a loose jack (three lost), with a further two marks lost because the cab-located engine air cleaner impeded access.

Main features of the winning vehicle were the cleanliness of both the interior and exterior of the cab and also of the chassis—obviously not cleaned only for this occasion. Included in the accessories in the cab—the majority installed by the driver himself—were driver's safety harness, a CO₂ fire extinguisher and tyre inflator, a small lead light, a hand lamp incorporating a red flasher also, a first-aid box, a padded armrest, a large tinted sun visor, an electric razor and the last word in luxury—a portable wash basin!

Additional external fittings were windscreen washers, fog and spot lights and—an excellent safety feature—an extra small rear-vision mirror fitted to the arm of that at the near-side, positioned so that the driver could see objects at ground level on the near-side of his vehicle.

LORRY DRIVER FINAL: Full Report, Page 246.

Ferodo Australian Link-up

PLANS are announced for the formation under the title of Hardie-Ferodo Pty., Ltd., of a new Australian company with a capital of £A3m. created by a merger of the Australian Ferodo interests of Turner and Newall, Ltd., and the Brake Lining Division of James Hardie and Co., Pty. Ltd., of Sydney, the makers of Hardibestos linings.

The company will manufacture and market these goods and also clutch facings, and other friction materials for the automotive and general industrial market.



(Left) The proud driver and owner of the vehicle, and the A.E.C. cab that won the award. (Below) Some of the many interior fittings inside the cab.



New Transport Companies

I. W. Hinton and Sons (Kidderminster), Ltd. Cap. £15,000. Dirs.: I. W. Hinton and D. Hinton. Sunnyside Farm, Rock, Nr. Kidderminster. Sec.: D. Hinton. Reg. office: 76 Lorne Street, Kidderminster, Worcestershire.

Mann's Superior Coaches, Ltd. Cap. £12,000. Dirs.: W. Albert Mann, 55 Westfield Road, Smethwick, Staffs; W. Alfred Mann, 14 Holly Street, Smethwick, 41; J. T. Mann and P. D. Wentworth, Sec.: P. D. Wentworth. Reg. office: 55 Westfield Road, Smethwick 41, Staffs.

N. C. Cammack and Son, Ltd. Cap. £5,000. Dirs.: N. Cammack and M. P. Cammack, Totheridge, Colne Enaine, Essex. Sec.: N. Cammack. Reg. office: Totheridge, Colne Enaine, Essex.

Eversholt Haulage Co., Ltd. Cap. £1,000. Dirs.: B. Monahan and A. Monahan, 194 Eversholt Street, London, N.W.1. Sec.: A. Monahan. Reg. office: 194 Eversholt Street, London, N.W.1.

G. and M. L. Bower, Ltd. Cap. £1,000. Dirs.: G. Bower, Pinfold, Denby, Nr. Huddersfield; M. L. Bower, 9 Racecommon Avenue, Cubley, Penistone. Sec.: M. L. Bower. Reg. office: Pinfold, Denby, Nr. Huddersfield.

Shirchouse, Ltd. Cap. £1,000. Dirs.: T. Jackson and G. Poole, Holly Bank, Station Road, Shirchouse, Nr. Birmingham. Sec.: H. Jones. Reg. office: 106 High Street, Shirchouse, Nr. Birmingham.

A. E. Diamond and Sons, Ltd. Cap. £100. Dirs.: A. E. Diamond and J. Diamond, 57 Mosdale Road, Manchester, 23. Sec.: A. E. Diamond. Reg. office: 57 Mosdale Road, Manchester, 23.

Bolt Roadways, Ltd. Cap. £100. Dirs.: B. Snedker and J. Snedker, "Sunnyside," Little Preston Capes, Nr. Rugby; S. Shepherd, 29 Palmerston Road, Coventry. Sec.: A. J. Morris. Reg. office: "Sunnyside," Little Preston Capes, Nr. Rugby.

Autodel Transport, Ltd. Cap. £100. Subs.: D. M. Graeme and P. G. Graeme, 61 Fairview Avenue, Gillingham, Kent. Sec.: D. M. Graeme.

Modern Transport (Rushden), Ltd. Cap. £1,000. Dirs.: B. J. Davies and W. C. Davies, 52 Grove Road, Rushden, Northants; H. J. Yates and F. Yates, 10 Prospect Avenue, Rushden. Sec.: W. C. Davies. Reg. office: 52 Grove Road, Rushden, Northants.

Westover Garage (Services), Ltd. Cap. £100. Dirs.: P. H. R. Evans, 36 Glenferness Avenue, Bournemouth; H. J. Bicker, 30 East Avenue, Bournemouth. Sec.: D. J. Furnell. Reg. office: Westover Road, Bournemouth.

H. G. Priddle, Ltd. Cap. £500. Dirs.: H. G. Priddle and G. E. Priddle, Berridge House, Bye-Pass Road, Bridgend, Glam. Sec.: H. G. Priddle. Reg. office: Berridge House, Bye-Pass Road, Bridgend, Glam.

Pelwan and Sons, Ltd. Cap. £6,000. Subs.: M. A. Hamid and M. Akram, 1 Paley Terrace, Bradford, 4. Dir.: M. A. Hamid. Sec.: M. Akram. Reg. office: 1 Paley Terrace, Bradford, 4.

P. E. Mahoney and Sons, Ltd. Cap. £100. Dirs.: J. Mahoney and Mrs. J. Mahoney, 47 Wentworth Road, Golders Green, London, N.W.11. Sec.: J. Mahoney. Reg. office: 105a Torriano Avenue, London, N.W.5.



The Unimog tackles a severe gradient.

Impressive Unimog Demonstration of All-purpose Tractor

DEMONSTRATIONS of the Mercedes-Benz Unimog all-purpose tractor were given for the first time in this country on Lord Montagu's estate at Beaulieu on September 14.

Unimog stands for Universal-Motorgerat, which means universal power plant, and this it certainly is. The literature available shows that it is used throughout the world on all kinds of agricultural, forestry and road maintenance work and that it is also suitable for use on building sites. Various attachments are available for fitting to any of the three power take-offs located at the front and rear and on the off-side between the wheels.

High Ground Clearance

A feature of the Unimog is its high ground clearance—almost 15 in. under the differential casing when fitted with 18-in. wheels—and independent suspension through coil springs and telescopic shock absorbers at all four wheels. The standard engine fitted is a Mercedes-Benz OM 636—VI diesel unit which is virtually the same as that fitted into the Mercedes-Benz 180D car but de-rated to give an output of 35 b.h.p. at 2,550 r.p.m. A six-cylinder petrol engine can be fitted if required.

For the tests at Beaulieu Unimogs were shown with lime-spreading, hole boring, front loading and bulldozing equipment and one was also shown as a tractor for a logging trailer. However, the most impressive demonstrations were of the Unimog's ability to traverse the roughest terrain. The area of the tests included short gradients which, although appearing steeper than the 1 in 1.6 claimed as negotiable in the specification, were climbed by the vehicle without difficulty.

Steeper gradients were descended and one of the vehicles was also driven over tree trunks more than 1 ft. in diameter.

The demonstrations took place in a small disused quarry and, in spite of the ground becoming churned up towards the end, a Unimog was beaten only once, and then in an attempt to climb an almost sheer face which had become particularly slippery. Wheel spin was the deciding factor.

LICENCES TRANSFERRED

NINETEEN stage coach and express licences, plus three group excursion and tour licences in the new town of East Kilbride, Eaglesham and Hamilton areas, were granted to the Central S.M.T., Ltd., Motherwell, by the Scottish Traffic Commissioners at Glasgow last week. The transfer of these licences from J. Laurie and Co., Burnbank, a company recently acquired by the Central S.M.T., saw the end of one of Scotland's pioneer and oldest bus companies.

Municipal Contracts

Newport, Mon. Health Committee has accepted the tender of Gwent Motors, Ltd., amounting to £1,570 for the supply of a dual-purpose (diesel) ambulance.

Douglas (I.O.M.) Electricity Committee has accepted the tender of Messrs. McIlreath's Motors, Ltd., for the supply of an Austin Seven van, taking an old departmental saloon car in part exchange, at net cost of £214 2s. 9d.

Islington Law and General Purposes Committee recommends acceptance of the tender of Longbridge Motors, Ltd., Camberwell New Road, London, S.E.5, amounting to £328 for the supply of a new Austin A35 5-cwt. van fitted with a passenger seat and interior mirror for use as a "meals on wheels" van by the Women's Voluntary Service. An old vehicle is to be taken in part exchange.

Worcestershire Standing Joint Committee has accepted the tender of Carmichael and Sons (Worcester), Ltd., for the supply of two new fire appliances at a cost of £3,548 10s. each. The Highways and Bridges Committee has accepted the tender of Barfords of Belton, Ltd., of Grantham, for the supply of two 1-ton diesel-engined dumpers, for £675; the tender of Avon Valley Tractors, Ltd., of Evesham, for the supply of six Ferguson "35" tractors with attachments, at a cost of £635 6s. each; the tender of the Colmore Depot (Worcester), Ltd., for the supply of five 6-ton 3-way Morris-Commercial tipping lorries at a gross cost of £7,601 13s. less an allowance on five old Thornycroft lorries of £1,850.

B Licensee Fails in A Licence Bid

AN application by the operators of 10 B-licensed vehicles for an A licence for a vehicle of 7 tons to allow them to entertain requests for work unsuitable for B vehicles was made by Andrew Johnston (Transport), Ltd., of Helensburgh, in Glasgow, last week.

Questioned regarding the use of tippers for marine work, the applicants indicated that often tippers could be used to eliminate the use of a crane.

Mr. R. Mackenzie, for the applicants, said the area was isolated with a growing volume of contract work, including the N.A.T.O. base, hydro-electric work and marine work. Existing vehicles could not take some of the very heavy work and a larger vehicle could solve this problem.

It was admitted that there were occasions when vehicles were available, but, against this, on many occasions the company had to turn down work because of its size. Mr. W. F. Quin, the Scottish Licensing Authority, asked why the firm wanted a 7-ton tipper with capacity of perhaps 15 tons. This was explained by the fact that 70% of the work done was on hire to Alexandra Transport and the trend there was towards larger vehicles. The A tipper would give flexibility which was lacking in the existing fleet.

Mr. Quin said he could not grant the application because it was difficult to understand having an A licence in a B licence fleet or the size of the vehicle wanted. He thought it should have been a B application, in which case it would have been restricted to Shipbreaking Industries, Ltd.

NEW OVERSEAS DISTRIBUTORS

THE York Trailer Co., Ltd., Corby, Northants, has recently appointed official distributors in Jamaica, Iraq and Greece. They are Reryson Agencies, Ltd., Kingston, the Iraq Automobiles Co., Baghdad, and the General Automotive Co., S.A., of Athens.

Contracts

Doncaster Transport Committee proposes to accept the tenders of Leyland Motors, Ltd., and Transport Vehicles (Daimler), Ltd., for the supply of four double-decker bus chassis at a total cost of £22,612.

Scarborough Public Works Committee has approved acceptance of a tender submitted by the Scarborough Motor Traders Association for the replacement of a Dennis 3-ton lorry and a Morris 25-cwt. lorry.

Plymouth Docks and Airport Committee has authorized the purchase of a Coles "Acneas" crane from Steels Engineering Products, Ltd., at a cost of £7,086, less an offer that may be obtained for a Ransome and Rapier crane No. 3 in part exchange.

Lancashire Education (Libraries) Sub-committee has accepted the tender of Pye Motors, Ltd., of Lancaster, for the supply of two Karrier Gamecock chassis for £1,599; and the tender of R. Hind, Ltd., of Carlisle, for the supply of two coachbuilt mobile library van bodies for £2,670.

Glasgow Highways Committee has authorized the City Engineer to invite tenders from selected tenderers for the supply of a 5-cwt. Ford van. The Baths and Wash-houses Department has been authorized to invite tenders for the supply of a Bedford 4-ton truck to replace an old vehicle. The Parks Committee has authorized the Director of Parks to invite tenders for the supply of a new pick-up truck to replace an old vehicle.

Sympathy, But No Decision

WILLIAM WOOD, of Glasgow, applied for an A licence for four vehicles of 14½ tons in Glasgow last week following a Transport Tribunal decision that the matter should be referred back to the Scottish Licensing Authority for statement and rehearing.

Mr. Campbell Wardlaw, for the applicant, explained that Mr. Wood had agreed to purchase in 1958 a haulage business which was part of a general business, the remainder of which was not taken up by another purchaser. As a result, Mr. Wood's payment of £5,000 for the haulage part was held up pending a final settlement of the whole transaction. The applicant had been unable to attend to business for some months and, on returning, found that any goodwill had been dissipated and the vehicles had deteriorated. Two were suitable for use and two others were not. It had been proposed to replace the fleet and four new vehicles were available in July, 1960.

"Not Taken Up"

The Licensing Authority had then asked for the original registration books, indicating that failure to supply these would result in the licence being noted as "not taken up." That had been put into effect, the licence being ultimately published as "not taken up."

Mr. Wood contended that he had complied with all the necessary details, including surrendering the registration books, and that there had been no slip-up anywhere by him. He had been the victim of circumstances outside his control and should not be adversely affected as a result.

Procedure not Challenged

Mr. W. F. Quin, the Scottish Licensing Authority, pointed out that operators had repeatedly been called before the court to show reason why their licences should not be withdrawn and that the procedure had not been challenged, but Mr. Campbell Wardlaw argued that once a fee had been paid the licence was in force and that appeared to be the view taken by the Tribunal. The applicant had parted with a considerable sum of money for a business and had not enjoyed the benefits.

Mr. Quin said that in the original application the decision had been against the applicant, but when certain circumstances had been explained he had reversed that decision and granted the licence.

In this present situation it appeared that the case could not be heard on normal lines. Mr. Wardlaw agreed, pointing out that the Tribunal had also dealt with the matter on extraordinary lines. A recess was agreed to allow the parties to discuss their viewpoints.

On resumption it was indicated that there was sympathy, but no agreement, and Mr. Quin said he would reserve his decision.

The Finance Companies Got There First

COMPLICATIONS over records arose at Blackburn last week when T. Swindells and Sons (Hauliers), Ltd., applied for an A licence for four vehicles of 18 tons which originally had been authorized to Manchester Haulage, Ltd.

The manager of Swindells, Mr. T. H. Dawn, said in evidence that Manchester Haulage had been liquidated in March, 1961, and the only asset available had been the goodwill of the company, as the vehicles which had been in their possession had been taken back by the hire purchase organization.

Mr. Dawn pointed out that they wanted to recover these units and surrender the old licences. His present fleet was fully employed and if the new vehicles were granted they would be of assistance to the old customers of Manchester Haulage who had been deprived of their haulage services. Initially Swindells had intended to buy the vehicles direct and had then found that they had been repossessed.

Mr. B. Webb, objecting for the British Transport Commission, stated that he had been informed that Manchester Haulage had had certain contract A licences and he wanted information regarding the operations of these, in addition to the rest of the fleet. Mr. Dawn said that the old Manchester Haulage base had been at Hollinwood, two miles away from Swindell's present base.

Mr. G. Clayton, a traffic consultant, who appeared on behalf of the liquidators of Manchester Haulage, said that after October, 1960, the books of the company had been very badly kept and to obtain operational figures they had had to work from rough day-books. The earnings for 1958-59 were £20,498, and for 1959-60, £21,568; in January this year the vehicles had been repossessed by the hire purchase company. Mr. Webb said that more information was necessary regarding the Contract A vehicles and he would also like to see a list of Manchester Haulage's customers.

Mr. H. Dixon, transport manager of James Barnes and Co., Ltd., paper converters, said that their business was increasing and they had just acquired two new factories. He did not know whether or not Barnes had had a contract with Manchester Haulage but, even if they did, no vehicles had been used while he had been the transport manager. He took up this position 18 months ago.

An application for a B maintenance vehicle was also before the Licensing Authority, but Mr. F. Williamson said he would have to adjourn both cases until more investigations had been made regarding the past operations of Manchester Haulage. In the meantime, he said, he hoped the parties would be able to come to some agreement as to the number of vehicles really necessary. He thought four was too many.



Specialized transport for the U.S. Air Force's Minuteman rocket. This outfit, which has a G.M.C. eight-wheeled tractive unit and triple-axle semi-trailer, weighs 48 tons laden and is 64 ft. long, 10 ft. wide and 12½ ft. high. The rams on the semi-trailer are for loading and unloading.

New Fire-fighting Equipment

A NEW fire-fighting and rescue device will make its first appearance in this country at the conference of the Institution of Fire Engineers and the Chief Fire Officers' Association which opens in Edinburgh next Monday.

This is the Simon Snorkel, a 65-ft. hydraulically operated elbowed arm mounted on a turntable on a carrying vehicle. The unit is capable of a complete range of vertical, horizontal and rotary movements. A cage at the end of the arm carries the monitor which is supplied

through 3½-in. water pipes fixed to the arm. Lifting capacity is 1,000 lb. and the Snorkel will reach maximum working height in 50 seconds.

All movements are governed by simple hand controls in the cage and duplicate controls are provided on the turntable for operation from ground level if required.

Snorkel fire-fighting units are already in operation in the U.S.A. and are being made in the U.K. by Simon Engineering Dudley, Ltd., Dudley, Worcs.

Bullet-riddled Vehicle Poses Problem

THREE applications to run bus services between Nottingham and Singapore and Nottingham and Capetown were adjourned at Nottingham after the East Midland Licensing Authority, Mr. C. R. Hodgson, had asked for "more definite" information.

Mr. Keith Cox, of Noel St., Nottingham, asked for permission to run two services—one via Tilbury, and another via Dover, to Calcutta, India and Singapore; and a third service to Gibraltar, Durban and Capetown.

Mr. Cox explained that he did not own any buses, but he was sure he could hire one if the applications were granted. Mr. Neville Lander, a Rainworth (Notts) coach operator said he was prepared to hire a coach to Mr. Cox and drive it

himself if he received a surety of £3,000.

Another large coach firm, it was said, had offered Mr. Cox the use of a demonstration vehicle if the applications were allowed.

The Rhodesian Broadcasting Corporation, it was claimed, were interested in Mr. Cox's scheme, but the commissioner read part of a letter addressed to Mr. Cox by the Corporation. This warned that a coach had arrived in Salisbury riddled with bullets from marauding Abyssinian bandits.

The commissioner observed: "We are not only concerned with the travelling public of this country, but of half Africa and India as well."

After the inquiry Mr. Cox said: "I am determined to carry the idea through."



One of the Leyland Leopards now being used on Continental tours by the Northern General Transport Co., Ltd. This vehicle has Harrington Cavalier bodywork. It is seen going over Mont Cenis pass.

World Ford Dealers Meet in London

FROM more than 40 countries some 120 Ford main dealers assembled in London this week for their annual convention lasting from Sunday to Wednesday.

Other delegates included nearly 100 management, sales and service personnel of the Ford Motor Co., Ltd., Dagenham, and the Ford Motor Company's international marketing organizations in the U.S.A., Latin America, Canada, Bermuda and Germany.

Speakers at the convention included Sir Patrick Hennessy, chairman of Ford of Dagenham, Mr. P. F. A. Prance, Mr. V. Z. Brink and Mr. R. J. Conn, of the Ford International Group headquarters in the U.S.A.

On the final day the group were visiting the Dagenham factory to see the latest facilities for the manufacture of cars and tractors.

The convention is being held in Britain for the first time.

Conversion Plea Rejected

SMITH'S BELLSHILL HAULAGE, of Mossend, Bellshill, were unsuccessful in an application to convert a contract A to an ordinary A for six vehicles of 32½ tons and two trailers of 4½ tons before the Scottish Licensing Authority in Glasgow last week.

Mr. J. Brown, a partner of the firm, said that they had been operating three vehicles and a trailer for William Bain and Co., Ltd., Coatbridge, since early 1958 and a further three vehicles and a trailer since December, 1960.

Bain and Co. supported the conversion, but Mr. D. Brown, for B.R., contended that it did not matter materially to the user whether the licences were Contract or not. Conversion would release six vehicles for competitive trade.

Mr. W. F. Quin, the Licensing Authority, refused, saying that were he proposing to make a grant, it would only be for three vehicles and a trailer, since the second three had been contracted for only in December. The evidence, however, did not even support such a grant.

Bodybuilder Opens Up in Dundee

MILLBURN MOTORS, LTD., Glasgow, are opening up the disused Wallace Foundry at Dundee at the end of this month to build aluminium vehicle bodies and articulated trailers. The firm are agents for Leyland, Albion, Scammell and Coventry Climax fork-trucks.

Mr. Robert Sanderson, a director of the company, told a representative of *The Commercial Motor* that they were now building up stocks of spare parts and building materials for the new premises. "We intend to employ ten men to start with," he said, "but we hope to increase that to about 100 within a year. Our eventual aim is to make the Dundee centre as large as our Glasgow premises where we have 400 men."

The foundry, with its overhead cranes, explained Mr. Sanderson, was particularly suited for the building and repairing of bodies and trailers. The repair section would be capable of dealing with the fuel injection units of both lorries and ships.

Mr. Alex G. McAra, of the Dundee firm, Alexander McAra, who have held the Albion agency for an area stretching from Perth to Stonehaven, including the north of Fife, said his firm were giving up the agency at the end of this month in view of Millburn Motors' decision to open up in Dundee.

Airport Link to End

THE airline, BKS, which hires coaches to carry passengers to the municipally owned Leeds-Bradford airport at Yeadon, has warned the authorities that it will cancel the coach link with Bradford at the end of the month. They state they are losing £20 a day on the operation.

Aer Lingus, a major operator at the airport, are asking the authorities to provide a shelter equipped with a telephone so that passengers can call for transport to pick them up. The public bus stop is a quarter of a mile from the airport buildings.

Fewer Passengers

THE number of passengers carried by Belfast Corporation transport continues to fall.

Figures disclosed at last week's meeting of the transport committee show that from April 1 to August 20 this year 896,933 fewer passengers were carried compared with the same period last year. There was a fall of 577,811 on trolleybuses and 319,122 on diesel buses.

At the same time mileage covered by both types of buses increased by 24,204 for trolleybuses and 55,247 for diesels.

DINNER DATE

THE annual dinner of the Wigan and District Excursion and Tours Operators' Association is to be held on Wednesday, December 6, at the Brocket Arms Hotel, Wigan.



BIG MEN BUY AUSTIN

SMITHS CHOOSE AUSTIN 1½ TON VANS

S. Smith & Sons (England) Ltd. make vehicle accessories, clocks and watches, marine, aviation and industrial equipment. Their Austin trucks, 2, 3, 5 and 7 tonners, cover the country. Their 1 and 1½ ton Austin vans deliver delicate clocks and watches and motor accessories in every major town in Britain. And deliver like clockwork. Other reasons why Smiths choose these vans:

EXTRA LOAD HOLDING Vast body space, 275 cu. ft. in 1½ ton van, 235 cu. ft. in 1 tonner, allows house-room for huge loads. Double rear doors are built to hold open or clip flat against body sides.

POWER-PACKED ENGINES Choice of 2.2 litre petrol or diesel power. 61 B.H.P. petrol, 55 B.H.P. diesel. Synchromesh gearbox with 4 forward speeds. Hydraulic actuation clutch.

MANOEUVRABILITY PLUS Full forward control, short wheelbase and 36 ft. turning circle give tremendous handling and parking ease, particularly in traffic-jammed districts.

DRIVER COMFORT Low level floor and sliding cab doors make in-and-out delivery work a quick, easy job. Roomy cab comfort with all round view through safety glass. Fully adjustable seat.

BODY CHOICE Available with standard van body or as a chassis with or without front end. The strong steel chassis is particularly suitable for a wide range of special bodywork. Price (with van body) from £710.

THE AUSTIN RANGE—

widest 5 cwt.-7 ton range in Britain—offers 5 to 30 cwt. vans, 2-7 ton trucks, tippers, prime movers for up to 18 ton gross train weights. All with 12 months warranty and backed by B.M.C. Service.

BIG MEN

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THE AUSTIN MOTOR CO. LIMITED

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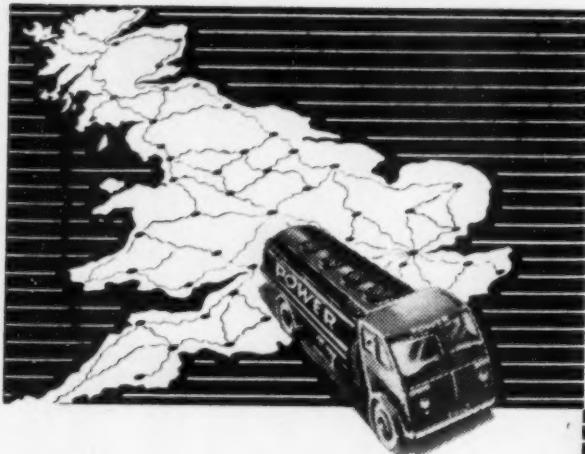
London Showroom:

41-46 Piccadilly, London, W.1



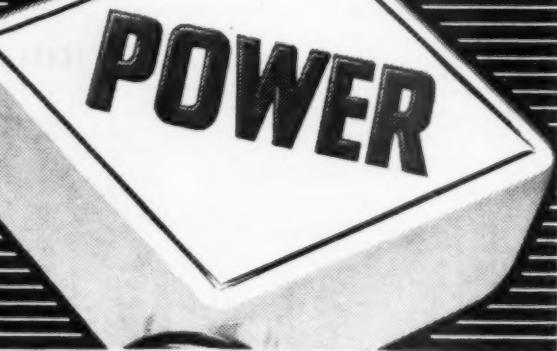
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I.P.C. Conference in Sweden

From a Special Correspondent

EVERY four years an International Conference is held on public cleansing under the auspices of Interpuc, the organization which brings together into a permanent unit all those national institutes and other bodies throughout the world concerned with the science and practice of public cleansing. Gothenburg, Sweden, was the venue of the 7th Conference, which recently finished, and more than 800 delegates representing 41 countries were present.

Whilst the addresses given to delegates were concerned in the main with questions of refuse disposal, the discussion by Roger Dorfmann, Ingénieur Général des Services Techniques du Nettoiement, Paris, dealt in some detail with the question of vehicles used in Paris. One of the most important developments in recent years, he said, is the increasing use of carts with mechanical compression systems. This system of loading, which was introduced in Paris in 1935, is becoming more and more widespread.

Long-term Economy

Medium-sized and even small towns are now starting to employ this system, in spite of the high initial cost, because of its great technical advantages and the long-term economy it makes possible. Of the 751 vehicles used in 35 towns reviewed, 638 (85 per cent.) were fitted with mechanical compression systems, continuous or otherwise. The most common capacities were 15 cu. yd. and 10/12 cu. yd.

The method of traction employed in vehicles of this type has changed in recent years. Electric vehicles, which gained favour during and after the war, are still quite popular. Of the 751 vehicles considered in the study, 291 were electric, their proportion of the total being 39 per cent.

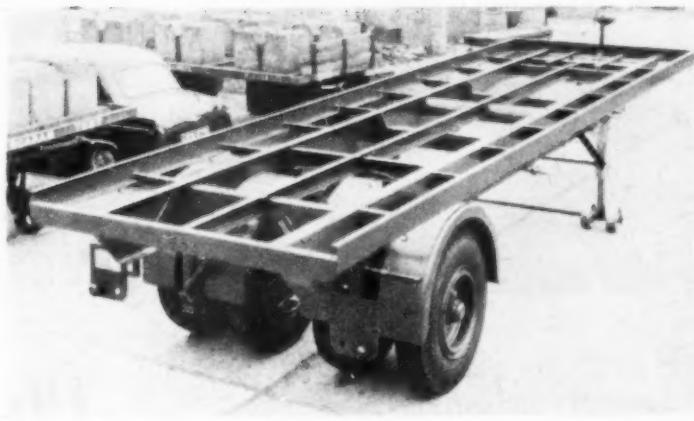
Introduction of Diesels

In the case of combustion-engined vehicles, the introduction of diesels has marked an important step forward. They are being used to an increasing extent for refuse collection in France. Of the 751 vehicles in the study, 399 (53 per cent.) were diesels and only 61 (8 per cent.) had petrol engines.

Since their first appearance, carts with mechanical compression systems have considerably improved the collection of refuse.

Of particular interest to English delegates was the exhibition which in the main comprised Continental vehicles.

One unusual presentation was a bulk container vehicle exhibited on a Mercedes-Benz chassis. It carries five containers, the full width of the vehicle, each approximately 2 ft. 6 in. wide and about 3 ft. in depth. As each of these containers provides a storage capacity of 3.4 cubic yards of refuse, the total carrying capacity is quite substantial.



The new Scammell semi-trailer is available in lengths up to 26 ft.

Scammell Produce Fourtrak

A TWIN-OSCILLATING axle semi-trailer with a capacity of 1.5 tons is now made by Scammell Lorries, Ltd., Watford. The name given to the new model, which is available in lengths up to 26 ft., is Fourtrak. (This was forecast in the September 1, 1961, issue of *The Commercial Motor* in the feature "Transverse or Tandem?")

Suspension of each of the twin axles is through single-rate leaf springs mounted on rubber bushes and 10.00-20, 8-ply tyres are standard. The 7-ft. 6-in.-wide frame is of all-welded construction using $\frac{1}{2}$ -in.-thick pressed-steel, channel-section side members 15 in. deep with $\frac{3}{4}$ -in.-wide flanges at the main section. Pressed-steel, channel-section outriggers support the 5-in. by 11-in. side raves. The front sill is the same section and the

rear cross member measures 5 in. by $2\frac{1}{2}$ in. The cross-boarded floor is of 1½-in.-thick softwood.

Single-line vacuum-operated 15½-in. by 4½-in. brakes are employed with a parking brake provided for hand operation. A two-line air-pressure braking system can be supplied at extra cost.

A standard SAE-SMMT fifth-wheel coupling with a 2-in.-diameter kingpin is fitted, but Scammell automatic coupling gear can be incorporated if required. Vertical screw-type landing gear of light-weight design supports the front end of the semi-trailer when uncoupled.

A prototype of the new Scammell Fourtrak was included among the exhibits at a special commercial vehicle show held this week by Carmichael and Sons (Worcester), Ltd.

Manchester Cleaning Competition

KEEN competition in vehicle maintenance and cleanliness continues to be evident among the staff of the Manchester Corporation Cleaning Department and last Saturday, at the annual departmental parade, J. Donnelly and P. Ward received joint championship prizes from the Lord Mayor. Mr. Donnelly was runner-up last year.

At each of the three inspections held during the past year neither of the two drivers mentioned lost even a portion of a point. Awards for the first two placings were shared, each man receiving £8 10s.

The runner-up was W. Irvine who, during the year, dropped only a quarter

point. He retires at the age of 65 in November when he will have completed 40 years' service with the department.

Awards for the final four-month inspection of the year were also distributed. Six drivers had gained maximum points with vehicles that could not be faulted in any respect and the six first prizes were therefore shared equally between them. They were Ward, Donnelly, Irvine, P. Kenna, P. Millington and E. Culloden who each received £7 15s. The last named had received 28 awards in previous years in the competition. Only two marks separated the men who filled the first 18 places.

Agricultural Needs Stressed to L.A.

THE special needs of an agricultural area were stressed last week before the Scottish Licensing Authority in Glasgow when James Tyre, of Dun-donald, applied for a B licence for one vehicle of 3½ tons for farm products and requisites within 30 miles of the operating centre.

Mr. Tyre, who previously had an F licence, told of requests by farms and merchants for transport of their goods.

These needs had been met until about four years ago by a local haulier who had since given up business.

For B.R.S., Mr. D. Brown pointed out that no real evidence had been submitted of need and he contended that the farmers were having their goods carried.

Mr. W. F. Quin, the Licensing Authority, said he was satisfied that the evidence supported a grant with a 15-mile radius with extension into Glasgow.



From left to right the class winners, drivers J. S. Wooding, P. E. Steel, L. Glaze, L. Barrow and B. R. Lewin . . .

AS from 23.59 hours today, all jokes about Services' drivers will cease. When Lord Chesham, Joint Parliamentary Secretary, Ministry of Transport, announced at Fort Dunlop on Sunday that the 1961 Lorry Driver of the Year was R.A.F. Cpl. D. M. Readman, I heard one of the finest bursts of applause that has greeted any national winner, writes Alan Havard.

Drove Magnificently

There is no doubt about it, the corporal from R.A.F., Gaydon, drove magnificently to win the final run-off—and the several hundred lorry drivers watching him recognized that. Readman has served 11 years of a 14-year engagement with the Air Force. He has been winner of the Services class at the Coventry eliminating centre for the past three years, but this year was the first time he figured in the national awards.

Readman has never driven outside the R.A.F., and had never seen a Bedford TK before Sunday. The final was run off on three identical TK trucks and was completed in spanking style.

Second place for the national title went to P. E. Steel, of S.P.D., York, the winner of Class B, and third place to G. F. Grinstead, of Shell-Mex and B.P., Ltd., Stanford-le-Hope.

Laid-out Severely

This year's tests at Fort Dunlop were severely laid-out, and gave little margin for error—which, perhaps, is not such a bad thing. But it did seem almost impossible for a medium-sized rigid to get tight against the kerb in test 3, because the offside marker posts were very close to the barriers, thus making it difficult to swing the tail into the "bay" without the offside front swinging out and hitting a post.

Test 4, reversing into a loading bay, proved too tightly laid-out for a Queen Mary.

Nevertheless, I believe this to have been one of the best trials yet seen.

The Royal Air R.A.F. Corporal is 1961

RESULTS

Class A—Up to 15 ft. (Standard Motors Trophy): J. S. Wooding (Austin Motor Co., Ltd.), Austin, 160, 1; F. G. Taylor (G.P.O., Plymouth), Morris, 172, 2; R. Keech (Express Dairy, London), Morris, 182, 3.

Class B—15-19 ft. (Quasi-Arc Trophy): P. E. Steel (S.P.D., Ltd., York), Austin, 160, 1; L. T. Phessey (G.P.O., Telephones, Portsmouth), Morris, 186, 2; J. Slimmon (S.P.D., Ltd., York), Austin, 195, 3.

Class C—19-22 ft. (Regent Oil Trophy): L. Glaze (British Oxygen Co., Ltd., Birston), Bedford, 238, 1; G. R. Parry (Humber, Ltd.), Commer, 264, 2; V. Lucas (H. Garon, Ltd., Southend), Albion, 313, 3.

Class D—22-25 ft. (Power Petroleum Trophy): L. Barrow (Staffordshire Potteries Water Board), Bedford, 299, 1; C. W. Ratcliffe (Inco Cooper, Ltd.), B.M.C., 301, 2; A. Pickess (Thomas Hedley and Co., Ltd., Grays), Bedford, 323, 3.

Class E (1)—Over 25 ft. with 2 axles (Shell-Mex and B.P. Trophy): B. R. Lewin (British Oxygen Co., Ltd., Manchester), Bedford, 185, 1; B. A. Absolom (Caversham Haulage, Reading), Bedford, 188, 2; B. Watt (Brian Watt Transport, Waltham-on-Deane), Dodie, 229, 3.

Class E (2)—Over 25 ft. with more than 2 axles (I.O.T.A. Trophy): G. F. Grinstead (Shell-Mex and B.P., Ltd., Stanford-le-Hope), Leyland, 259, 1; R. Benning (Pease Transport, Ltd., Liverpool), Foden, 302, 2; C. Campbell (Keaton Portland Cement Co., Ltd.), Leyland, 329, 3.

Class F (1)—Semi-trailer under 22 ft. (Tat and Lyle Trophy): R. Beaman (B.R.S., Manchester), Austin, 176, 1; W. Hobbs (Burt Boulton and Haywood, Ltd., Bridport), Bedford, 276, 2; H. Thorley

(U. E. Chettle, Ltd., Nottingham), Thames, 281, 3.

Class F (2)—Semi-trailer 22-27 ft., tractor unit under 3 tons (George Wimpey Trophy): J. Craney (Arthur Hughes and Sons (Haulage), Ltd., Liverpool), Bedford, 239, 1; W. C. Ward (Pease Transport, Ltd., Liverpool), Bedford, 268, 2; E. H. Atkin (Joshua Teiley and Son, Ltd., Leeds), Austin, 269, 3.

Class G—Semi-trailer up to 27 ft., tractor unit 3 tons or over (Eagle Engineering Trophy): C. G. Fey (Shell-Mex and B.P., Ltd., London), Leyland, 192, 1; A. E. May (Shell-Mex and B.P., Ltd., Plymouth), Leyland, 202, 2; C. E. Curtis (Pease Transport, Ltd., Totton), A.E.C., 223, 3.

Class H—Any type semi-trailer over 27 ft., tractor unit any unladen weight (T.G.W.U. Trophy): R. C. Cooper (Reed Transport, Ltd.), Foden, 297, 1; J. W. Griffiths (De Havilland Aircraft Co., Ltd., Chester), Austin, 341, 2; J. H. Robinson (Tubes Ltd., Leicester), Leyland, 446, 3.

Class S—Standard Services load-carrying vehicles: Cpl. D. M. Readman (R.A.F., Gaydon), Austin, 198, 1; L. Cpl. Cassettary (129 In/Workshops, R.E.M.E., Oxford), Ford, 230, 2; Tpr. J. O'Rourke (Junior Leaders Regt., Bovington Camp), Bedford, 312, 3.

Best Driver, Diesel-engined Vehicle: B. R. Lewin, 1; R. C. Cooper, 2; G. F. Grinstead, 3.

Best Cleaned Driver: L. Barrow.

Chairman's Award of Merit: J. C. Martindale (Pease Transport, Ltd., Liverpool).

Oldest Driver: J. S. Wooding.

Best Eliminating Centre Team: Leeds.

Safest Cab: Glazebrook Transport, Ltd. (Contract Vehicle for Vic Hallam, Ltd.).



National Coal Board driver G. Shearer manouevring his Dennis artic on the reversing test.



... and drivers G. F. Grinstead, R. Beaman, J. Crane, C. G. Fey and R. C. Cooper.

Force Moves In

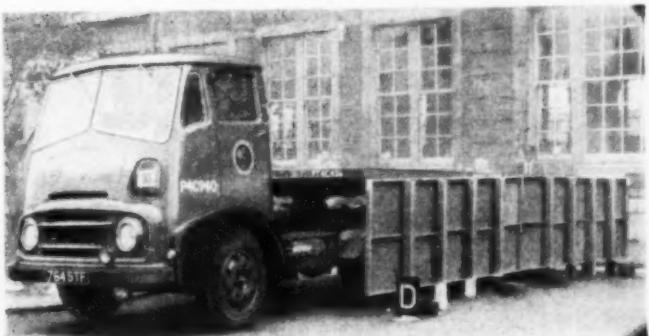
Lorry Driver of the Year



(Above) Cpl. Readman, the 1961 Lorry Driver of the Year. (Left) He reverses his Bedford smartly in the national final.



The vehicle positioning test, Number 3, took a heavy toll of competitors.



(Top) The winner of Class F(1), on the way to his title. (Above) The winner of Class G reversing his Shell-Mex artic.

Now It's Transistorized Transport

A 1½-TON battery-electric vehicle, which offers approximately 15 per cent. extra range, and needs no separate battery-charging equipment, was announced on Monday by Smith's Delivery Vehicles, Ltd. The vehicle demonstrated was a milk float with all-plastics body and integral chassis and platform, which will be shown in London at the Dairy Show next month.

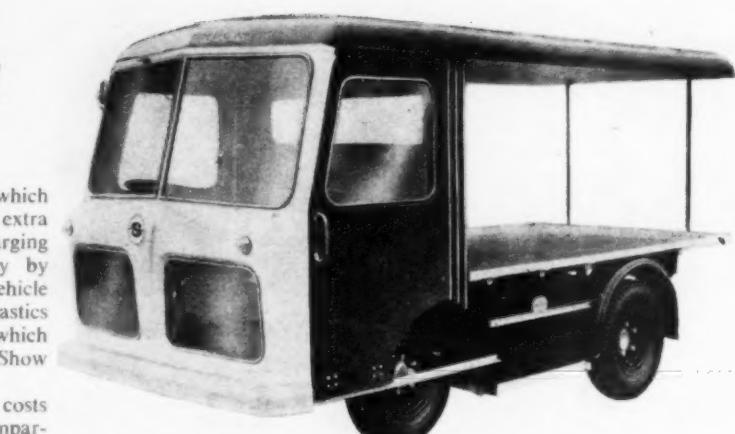
In its present application, the vehicle costs approximately 4 per cent. more than a comparable vehicle of conventional design. Smith's hope that, once in production, the new design (called the Transitruck) will cost no more than existing vehicles, possibly less.

A Transitruck ordered at present would cost £1,103 with battery, but without paint or extras. Sliding cab doors are offered for £38.

Smith's claim that, with the new design, smaller batteries are possible, there is no loss of current due to heating resistance, it can be recharged from any 13-amp. mains point in roughly 6 hours, 10-20 per cent. boost charges can be given in 1 to 2 hours, and that there is no wasteful starting resistance.

The new design embodies electronic equipment, the Sevcontroller and the Sevcharger, which have been developed by Joyce, Loeb, Ltd., of Gateshead, Co. Durham.

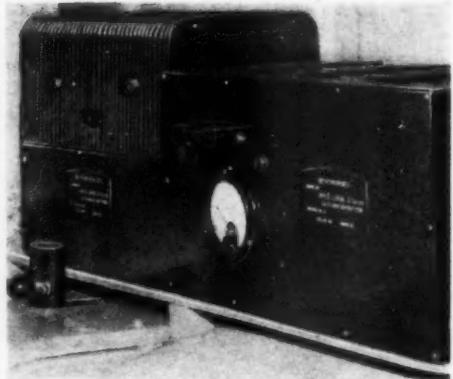
Briefly, the control unit (the



(Above) A full-view front is available on the new all-plastics milk vehicle. (Right) The control and charging equipment are sited in the cab, on the nearside of the bulkhead.

Sevcontroller) utilizes a semi-conductor method of control by silicon controlled rectifiers and transistorized oscillators. It provides variable pulse current control, which enables smoother operation and reduces current peaks and is claimed to achieve an overall battery saving of 10 to 20 per cent.

The second half of the design is the charging unit (the Sevcharger), which is integral with the cab and is, in effect, a miniaturized constant current



semi-conductor type of charger. It is fully automatic, is adjustable, and has a pre-set charging rate and termination. A Chloride battery is supplied with the Transitruck.

What Semi-conductor Devices Mean

By David Gurwicz, B.Sc.(Hons.)

THE development of semi-conductor devices and transistors to deal with heavier currents has now, for the first time, made it possible to extend their application so as to incorporate semi-conductor methods of DC control through silicon-controlled rectifiers on battery-electric road vehicles. The advantages of smooth, stepless and loss-free control equipment should be greatly appreciated by users of this type of transport and, indeed, extend the fields of application through increased flexibility. Additionally, and as explained in greater detail later on, the same semi-conductor devices also make it possible to incorporate a charging system within very small physical dimensions, and

without adding appreciably to the unladen weight.

Thus, an electric road vehicle can now be completely independent of fixed charging stations and a high and constant charging rate makes it possible to extend the range, if required, by boosting charges from the mains.

The conventional starting and speed control of a DC series motor is inefficient and involves considerable loss of power, and to understand the reasons for this and to indicate the advantages of the semi-conductor method of control, a brief review of the theory is essential.

To minimize power losses, both the field and armature resistances have to be kept to a very low figure so that, if

a DC series motor in an electric vehicle were to be connected directly to a DC supply, the current flow would be limited only by the ohmic resistance of the windings. The resulting excessive current would not only destroy the motor windings, but would also produce a torque sufficiently high to damage any form of mechanical transmission between motor and load.

The conventional method of motor starting depends on the fact that a conductor rotating in a magnetic field generates a voltage which opposes the applied voltage, and so limits the current flow. Resistors, which are connected in series with the motor and limit the starting current and torque

(Continued on page 249)



These illustrations represent some of the Mercedes vehicles recently delivered to British operators. They include a 7 Tonner, No. 3, while the others are rated for 14 Tons G.V.W. No. 2 is fitted with a 10.8 litre engine. Standard specifications of all Mercedes-Benz Commercial Vehicles include a 5-speed synchromesh gear-box, exhaust brake, heater and flashing indicators.

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NON-SKID SAFETY under all highway conditions.



Firestone **CROSS-BAR** (Super Mileage Transport)

B30



to reasonable proportions, are withdrawn in stages as the motor gains speed. Once full speed has been attained, the external resistors are completely short-circuited.

Each time the motor starts, external resistances, which are approximately 10 times as high as motor resistance, are inserted, so that 10 times as much power is wasted in resistance losses as is usefully consumed turning the motor, and during the course of a day the total power lost may, in some cases, amount to as much as 25 per cent. of the total power consumption of a battery-electric vehicle.

Disadvantage

Another disadvantage of conventional control is that the external resistors are removed in a series of steps, so that the motor is accelerated in jerks. This means that "inching" control, highly desirable on all battery-electric vehicles and essential to electric fork-lift trucks, can only be obtained by switching the motor on and off, with subsequent shocks to the transmission. Methods have been devised to minimize the power loss, the most notable being the parallel-series control system developed some 15 years ago by Associated Electrical Industries, Ltd., in association with Smith's Delivery Vehicles, Ltd. However, a method by which loss-free, as well as smooth, stepless control can be obtained is by means of the Sevcontroller.

It is based on the new high-capacity silicon-controlled rectifier (S.C.R.) and is the outcome of an intensive research programme carried out by Joyce, Loeb and Co., Ltd., in collaboration with the world licensees and patentees, Sevcon Engineering, Ltd. The S.C.R., which is analogous to the grid-controlled mercury arc rectifier, is a device having three terminals which, for simplicity, may be called anode, cathode, and gate. When a voltage is applied across the anode and cathode, the S.C.R. will form an open circuit unless a small signal is applied to the gate, whereupon the device becomes a short circuit capable of carrying large currents with a negligible voltage drop.

Unbroken

The short circuit cannot be broken by terminating the gate signal—to turn off the S.C.R. it is necessary to reduce for a specified length of time the applied voltage between anode and cathode, or to reverse its polarity.

By making use of these devices, and of the inductive nature of the motor series field, the mean current flow in the motor can be controlled. The motor is connected across the DC supply in series with an S.C.R., which

is "turned on" by a pulse supplied by a transistorized relaxation oscillator.

Due to the inductive nature of the motor field, the motor current rises only gradually (in this context we are considering time in thousandths of a second) and before it has attained a dangerously high level, a second S.C.R. is fired by a separate oscillator. This second unit discharges a capacitor across the main S.C.R., which is thereby turned off. In order to prevent jerkiness and the possibility of excess voltage, a diode is connected across the motor which allows the current flow to continue in the motor although no current is taken from the source of supply. This current flow is not constant but decreases from the instant the main S.C.R. is switched off.

The cycle is now complete, and may be repeated by successive firings of the main S.C.R. The repetitive rate, and hence the mean current flowing in the motor, is determined by the frequency of the relaxation oscillator, which is controlled by the operator. In this way, stepless, loss-free control, with infinitely gradual acceleration from rest to full speed, is obtained.

More Current Flows

Since current continues to flow in the motor during the inter-pulse periods, it follows that more current must flow than is taken from the battery supply. This is achieved by an automatic current-voltage transformation in the system, which enables starting currents of 200 amps in the motor to be obtained from a supply current of 20 amps. Since torque is proportional to the square of current, very high starting torques can be obtained with a minimum drain on the battery supply.

The units at present under development are capable of handling motor currents up to 600 amps on starting, at 70-80 v. To prevent the slight dissipation experienced in the electronic components on the high power units, a contactor is arranged to short out the controlling circuit once the motor has attained full speed.

The problems associated with the charging of a large lead-acid accumulator are due to its low internal resistance and to the rise in open circuit voltage during charging. The output voltage of the charger must at least equal the fully charged battery voltage. Extremely heavy currents would flow when the battery is discharged, and might result in damage to the charger—or more likely in localized heating in the battery.

The most common method of avoiding these dangers is to connect, in series, a resistor or choke to taper the

charging current as the battery terminal voltage rises. The disadvantage of this method is that whilst the average charging current over the whole period is less than the maximum current required, the charging circuit must be capable of supplying the maximum, possibly for an extended period. As a result, the charger is too large and heavy to be carried on a battery-electric vehicle.

Smaller and Lighter

The Sevcharger, incorporating silicon diodes and a silicon-controlled rectifier which delivers a constant current charge, is much smaller and lighter than the conventional type of charger. It may be carried with ease aboard the vehicle, and plugged into a convenient mains supply point at any time for recharging. Where required, the charging system can be combined and housed with the controller in one, single unit. By means of a suitable change-over switch, the same S.C.R.s can be employed for both duties.

The silicon diodes rectify the alternating mains voltage to produce a series of half-sine waves. An S.C.R., connected between the battery and the diodes, is fired at varying points on the output wave form by means of a transistorized relaxation oscillator. The precise point of firing, and hence the voltage applied across the battery, is determined by the magnitude of the R.M.S. current flowing into the battery.

Constant Current

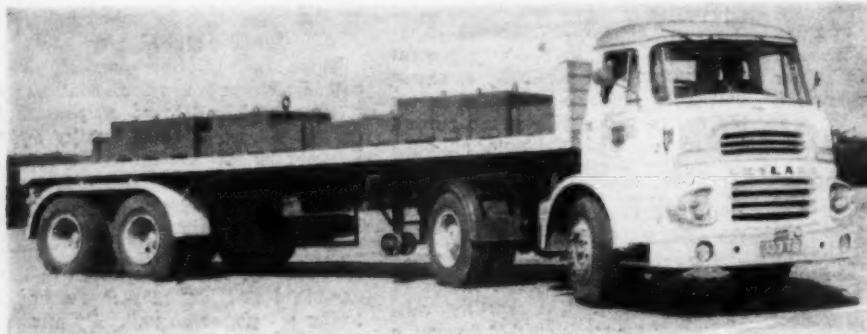
The charging current is thus kept constant, independent of both battery voltage and mains fluctuations, and since it is R.M.S. rather than mean current which determines the heating effect in the battery and the load on the mains, its constant control offers considerable advantage.

The charger incorporates automatic reduction of the charging rate once the battery voltage has reached a predetermined value, as well as eventual termination of the charge after a fixed period on the reduced rate has elapsed. It may easily be adjusted to give a slow equalizing charge. Chargers for currents up to 25-35 amps at nominal battery voltages of up to 72 v. have now been developed.

While, for the moment, the new devices will be incorporated in battery-electric road vehicles, there is no doubt that this development may lend itself to many other applications in the electric traction and DC transmission fields. A further development is in progress to explore the wider possibilities of the principle, with a view to exploiting the great potential which is anticipated at home and overseas.

ALTHOUGH a 24-ton-gross articulated outfit cannot carry as great a payload as a rigid 24-ton-gross vehicle, the increasing world-wide popularity of the heavy articulated vehicle is clear proof that many operators are prepared to sacrifice the ton or so of payload involved in the interests of more flexible working.

One of the most outstanding tractive units for operation at 24 tons gross currently produced in this country is the Leyland Beaver, from the Power-Plus range introduced in



September of last year. Tested with the more powerful of the two optional units, the Beaver articulated outfit displayed outstanding fuel economy, acceleration and hill-climbing, above-average braking, and safe handling, whilst the abundance of power-assisted controls made the unit as light to handle as any private car.

Because of their ownership of Scammell Lorries, Ltd.,



For a maximum-capacity articulated outfit, the braking performance was particularly satisfactory: as can be seen, the tractive unit adopts a nose-down attitude when the brakes are fully applied.

Leyland are in the unique position, for a British heavy-vehicle manufacturer, in having a semi-trailer maker within the group. Thus it is not surprising that advantage has been taken of this to develop a Scammell tandem-axle semi-trailer to match the Beaver tractive unit. In this way the complete Leyland-Scammell outfit can be regarded as a single entity, and this shows up in the overall performance of the vehicle, in direct contrast to some of the ill-matched combinations frequently found on British roads.

The Beaver tractive unit, which has a wheelbase of 8 ft., is one of five Beaver maximum-capacity four-wheelers in the current Leyland Power-Plus range, haulage models with wheelbases of up to 17 ft. 6 in. being available, with solo ratings of 14 tons, but gross-train-weight limits of 24 tons.

B32

Like other Power-Plus models, the right-hand-drive Beaver is available with either the O.600 9.8-litre "economy" diesel engine, which develops 140 b.h.p. (net) up to 1,700 r.p.m. and 438 lb.-ft. torque at 1,200 r.p.m., or the O.680 11.1-litre "high-performance" unit, the net output of which is 200 b.h.p. at 2,200 r.p.m. with a peak torque rating of 548 lb.-ft. at 1,200 r.p.m. Left-hand-drive models are not available with the O.600.

With either engine a five-speed constant-mesh gearbox is standard equipment, with the option of a sixth overdrive ratio. There is another optional ratio of 9.31 to 1, but this is offered with the O.680 engine when the vehicle is to be used only on hard surfaces. There is no restriction on the use of the ratio with the O.600 unit. This "crawler" ratio is contained in the forward section of the gearbox, and drives the layshaft: thus it can be used to double up the main box ratios—a valuable asset when working in hilly territories.

The rear axle is a double-reduction unit, with spiral-bevel

The **I** Takes **Son**

by John F. M

Test of Leyland Beaver-Matched Scammell S standing Fuel Economy Outfit: Braking, Hill-climbing and Cab Comfort*

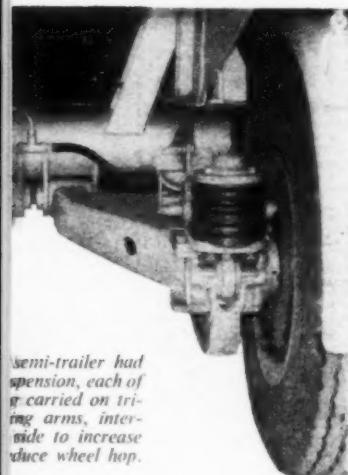


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Beaver ne Beating

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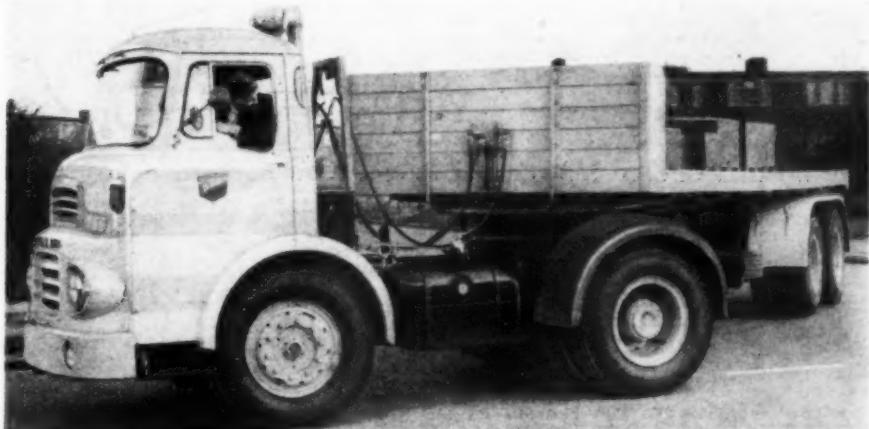


*semi-trailer had
suspension, each of
it carried on tri-
ng arms, inter-
side to increase
duce wheel hop.*

employed at both axles, those at the front being 3 in. wide, whilst the rears are 3½ in. wide, and telescopic dampers are standard equipment at the front axle. Also standard equipment is Marles cam and double-roller steering with hydraulic assistance, whilst the driver's efforts are still further reduced by the air-assisted clutch actuation which is incorporated as standard on O.680 engines, although it is not available with the O.600 unit.

Bendix-Westinghouse air-pressure braking has been adopted, the Leyland S-cam brakes being actuated by diaphragm assemblies through Bendix-Westinghouse slack adjusters. This braking system incorporates yet another labour-saving device as standard—a power-assisted hand-brake.

The standard cab is an attractively styled all-steel assembly, a particular feature of which is the low step ahead of the front wheel. An alternative version of this cab is available with plastics panelling attached to the same basic framing members: this costs a little more than



(Above) The Power-Plus O.680 200-b.h.p. diesel engine endowed the Beaver outfit with above-average power and economy. Cab comfort is another outstanding feature.

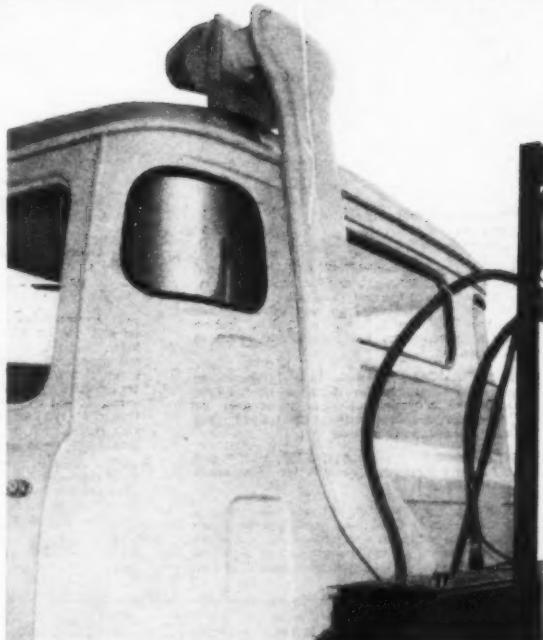
primary train and epicyclic hub-mounted secondary gearing. There is a choice of three standard overall ratios—7.74, 6.06 and 4.82 to 1—and the vehicle tested had the 6.06-to-1 gearing.

Bolting is used throughout the assembly of the chassis frame, the side members of which are $\frac{1}{2}$ -in. pressings, with a maximum depth of 9½ in. and 2½-in. flanges. Frames of up to 11½ in. x 3 in. x $\frac{1}{2}$ in. are used on some of the Beaver haulage models. Semi-elliptic springs are

the all-steel cab, but saves over 1½ cwt. in weight.

The matching Scammell semi-trailer has identical S-cam brakes to those used on the driving axle of the Beaver, although alternatively 15½-in. x 5-in. two-leading-shoe wedge-actuated brakes can be supplied. In either case brake operation is through a two-line air-pressure system, the air reservoir and brake relay valve for which are carried on the semi-trailer.

Two entirely new types of bogie suspension are offered

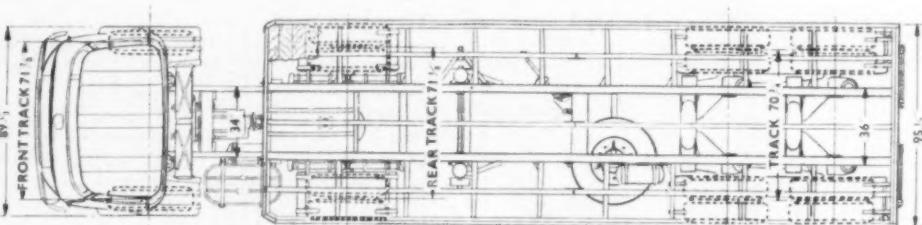
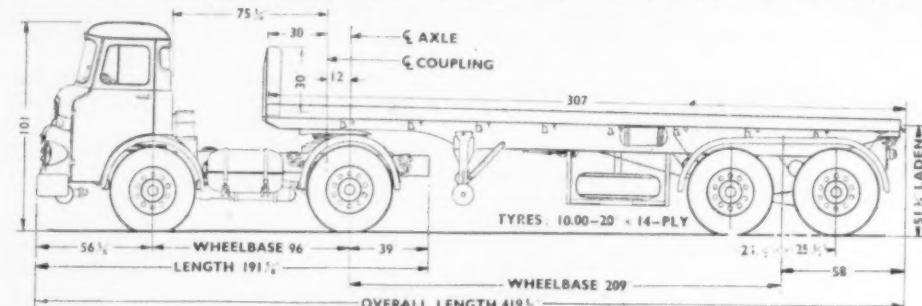


Export version of the Beaver is available with engine-air-intake pre-filters located on the cab roof. Plastics ducting conveys the air to the engine-mounted paper-element main filters.

on this semi-trailer, both being based on four independent triangulated arms which are interlinked on each side to reduce wheel hop when braking, with subsequent reduction in the rate of tyre wear.

Bellows-type air springs provide the suspension medium of one type of bogie, the alternative version having rubber springs, each spring consisting of progressive, self-damping stacks of rubber discs. The rubber-sprung bogie was fitted

ROAD TEST No. 716/MI75—LEYLAND-SCAMMELL 24-TON-GROSS ARTICULATED OUTFIT



MODEL: Leyland Beaver 14B.17R. 8-ft.-wheelbase 24-ton-gross four-wheeled tractive unit with 200-b.h.p. diesel engine and all-steel cab, and "matched" Scammell tandem-axle semi-trailer with 25-ft. 7-in. platform body and rubber suspension.

WEIGHTS :

	Tons	cwt.	qr.
Unladen tractive unit (kerb weight) ..	5	4	3
Unladen semi-trailer ..	3	19	3
Payload ..	14	12	0
Driver, observer, etc. ..	3	2	
	24	0	0

DISTRIBUTION :

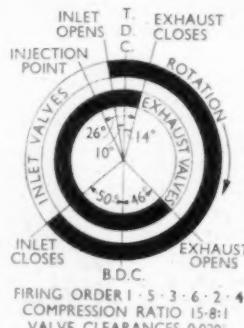
Tractive unit front axle ..	4	10	3
Tractive unit rear axle ..	8	0	1
Semi-trailer bogie ..	11	9	0

ENGINE: Leyland Power-Plus O.680 six-cylindered direct-injection diesel engine; bore 127 mm. (5.0 in.); stroke 146 mm. (5.75 in.); piston-swept volume 11.1 litres (677 cu. in.); maximum net output 200 b.h.p. at 2,200 r.p.m.; R.A.C. rating 60 h.p.; maximum net torque 548 lb.-ft. at 1,200 r.p.m.

TRANSMISSION: Through 16.25-in. diameter single-dry-plate clutch with air servo, to Leyland six-speed constant-mesh gearbox thence by one-piece propeller shaft to the fully floating double-reduction rear axle.

GEAR RATIOS: 7.243, 4.613, 2.755, 1.69, 1 and 0.766 to 1 forward; reverse 6.5 to 1; rear-axle ratio 6.06 to 1.

BRAKES: Bendix - Westinghouse air-pressure system, with Leyland cam-operated leading-and-trailing-shoe brakes on tractive-unit and semi-trailer axles. Semi-trailer brakes actuated through two-line air-pressure system. Single-



pull air-assisted handbrake linked mechanically to driving-axle wheels only. Hand-reaction valve in cab controls semi-trailer brakes separately. Diameter of diam. of tractive-unit, front, 15.5 in., tractive-unit, rear, 15.5 in., semi-trailer, 15.5 in.; width of linings, tractive-unit, front, 4.5 in., tractive-unit, rear, 7.0 in., semi-trailer, 7.0 in.; total frictional area, 1,381 sq. in., that is, 57.5 sq. in. per ton gross weight as tested.

FRAME: Tractive unit: pressed-steel channel section, with four cross-members bolted in position. Semi-trailer: pressed-steel channel section, with three tubular and two channel-section cross-members welded in position.

STEERING: Marles cam and double roller with Marles hydraulic servo. 4 1/2 turns from lock to lock.

SUSPENSION: Tractive unit: semi-elliptic springs with telescopic dampers at front axle. Semi-trailer: Scammell independent suspension, with rubber springs and trailing arms.

ELECTRICAL: 24v. compensated-voltage-control system with 121-amp.-hr. batteries.

FUEL CONSUMPTION: (a) level route, using overdrive, 10.7 m.p.g. at 28.6 m.p.h. average speed; (b) level route, not using overdrive, 9.4 m.p.g. at 28.7 m.p.h. average speed; (c) hilly route, using overdrive, 9.1 m.p.g. at 25.2 m.p.h. average speed; (d) full-throttle motorway run, 7.15 m.p.g. at 47.8 m.p.h. average speed; that is, 257 gross ton m.p.g. as tested (a), 224 as tested (b), 218 as tested (c), and 172 as tested (d), giving time-load-mileage factors of 7,350 (a), 6,486 (b), 5,493 (c) and 8,222 (d).

TANK CAPACITY: 36 gal., laden range (undulating route) approximately 325 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 12.75 sec.; 0-30 m.p.h., 20.5 sec.; 0-40 m.p.h., 51.0 sec.; direct drive, 0-20 m.p.h., 16.5 sec.; 10-30 m.p.h., 36.0 sec.; 0-40 m.p.h., 59.0 sec.

BRAKING: From 20 m.p.h., 29.0 ft. (14.9 ft. per sec. per sec.); from 30 m.p.h., 66.75 ft. (14.5 ft. per sec. per sec.). Tractive-unit handbrake from 20 m.p.h., 15 per cent. (Tapley meter).

WEIGHT RATIO: 0.417 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 9.0 ft. of front bumper at ground level on centre line.

TURNING CIRCLES (Tractive unit only): 38 ft. left lock, 37 ft. right lock. Swept circles: 42 ft. left lock, 41 ft. right lock.

MAKERS: Tractive unit: Leyland Motors, Ltd., Leyland, Lancs.; Semi-trailer: Scammell Lorries Ltd., Watford, Herts.

to the test outfit and this, like the air-sprung version, has rubber-bushed joints to eliminate all need for periodic lubrication.

The semi-trailer frame is a particularly robust assembly, with 15-in. x 3 1/2-in. x 1 1/2-in. side members, braced by five cross-members—three of which are tubes—welded in place. Lightweight, vertical-screw support legs are fitted, and an S.A.E./S.M.M.T. fifth-wheel coupling is standard. Body-support outriggers—spaced at 3-ft. intervals—are welded to the side members, and the standard timber platform body affords a clear length of 25 ft. 7 in. when a tailboard is not fitted.

For the home market the Beaver tractive unit is supplied with 10.00-20 (14-ply) tyres as standard equipment, and

the Scammell semi-trailer was fitted with the same size of tyre. The semi-trailer can be specified with 9.00-20 (10-ply) tyres, whilst for export the Beaver is fitted with 11.00-20 (12-ply) equipment.

Ready for the road the Beaver, from which the spare wheel and carrier had been removed to make room for a fuel-test tank, turned the scales at 5 tons 4 1/2 cwt., whilst the unladen weight of the semi-trailer was 3 tons 19 1/2 cwt. Iron weights totalling 14 tons 12 cwt. were placed on the body, so that with myself, a Leyland driver and test equipment aboard the gross train weight was exactly 24 tons. Distribution was such that all the tyres were loaded well within their related capacities, whilst, were it not for the desirability of having the same size of tyre on all wheels,

the semi-trailer wheels could have been equipped with 9.00-20 (10-ply) tyres.

Brake tests were made first, and the figures obtained are most satisfactory for an articulated outfit of this weight. There was no wheel locking during any of the tests, and the overall stability of the combination was impressive. The average maximum retardation indicated by the Tapley meter was 59 per cent.

Although the mean stopping distance from 30 m.p.h. was nearly 10 ft. greater than that obtained from the same speed with an Octopus rigid eight-wheeler (*The Commercial Motor*, June 2, 1961), the retardation was still good, delay in the system having been reduced to 0.25 seconds (during which time the vehicle would travel about 11 ft. when braking from 30 m.p.h., hence the difference between the performances of the rigid and articulated Leylands).

Two handbrake tests were made from 20 m.p.h. Using the tractive-unit handbrake a maximum retardation of 15 per cent. was obtained from this speed, which is quite satisfactory. Application of the semi-trailer brake hand-reaction valve on the Beaver's steering column resulted in a Tapley meter reading of 29 per cent.—again quite satisfactory.

The acceleration times recorded from a standstill up to 40 m.p.h. are outstanding for a vehicle of this weight, and are almost identical to those obtained in June with the O.680-engined Octopus. Good direct-drive times between 10 and 40 m.p.h. were obtained also, and again these figures were close to those recorded with the Octopus. This O.680



The whole of this Leyland-Scammell road test was filmed by the Standard-Triumph film unit, this sequence being the ascent of Parbold Hill.

unit has extremely good torque characteristics, and it pulls hard at low crankshaft speeds.

Four sets of fuel-consumption figures were taken, all while fully laden. The first two were made on a level stretch of road to obtain strictly comparative figures to show the advantages of the overdrive ratio under such conditions. The difference was 14 per cent.—well worth the additional £30 for this optional ratio.

Next a run was made along a 10-mile circuit of narrow, undulating roads and, without exceeding 33 m.p.h., the trip was completed at an average speed of 25.2 m.p.h. The resulting fuel-consumption rate of 9.1 m.p.g. is remarkably good, and gives a time-load-mileage factor of 5.493—very high in view of the conditions.

It is obvious that on a twisty, hill route such as this, the reduced transmission resistance of an articulated vehicle with a single driving axle saves fuel compared with the higher resistance afforded by the double-drive bogie of a rigid chassis. For instance, the O.680 Octopus

returned 8.3 m.p.g. over the same course in June, although the average speed was only 0.2 m.p.h. slower.

The final test was made along a 17-mile circuit of the Preston By-pass motorway, and this was completed at an average speed of 47.8 m.p.h., 60 m.p.h. being exceeded in places. The resulting consumption rate was 7.15 m.p.g., giving a time-load-mileage factor of 8.222.

The outfit handled in a most stable fashion at these speeds and, despite the rather severe grades (by motorway standards) to be found on the Preston By-pass, it was not necessary to change lower than fifth gear. In addition to the obvious economy given by the optional overdrive ratio, it also raises the top speed from 45 m.p.h. to 58 m.p.h.

Gradient performance was assessed on the 1-mile-long Parbold Hill, the average gradient of which is 1 in 12. The climb, which was made in an ambient temperature of 71° F., occupied only 4 minutes 20 seconds, and second was the lowest gear needed, this ratio having been engaged for 1 minute 6 seconds, during the course of which time the road speed never dropped below 10 m.p.h. No exhaust smoking occurred during this ascent.

The engine-coolant temperature before making the climb was 158° F., and the ascent caused this temperature to rise by only 16° F., showing the cooling system to be more than adequate for this type of duty. As a safeguard, the cooling system incorporates a "no-loss" circuit into which is fed any water forced out of the main system due to increased temperature, and from which it is drawn back into the main system as the temperature drops again.

Fade resistance was ascertained by coasting the Beaver outfit down this hill in neutral, keeping the speed down to 20 m.p.h. by use of the footbrake. This is a particularly severe test for a vehicle of this weight and it lasted 2 minutes 20 seconds. At the bottom of the hill a stop was made from 20 m.p.h. and the Tapley meter indicated that the maximum efficiency was only 4 per cent. lower.

I would call these brakes as near fade-free as humanly possible, and this sort of performance illustrates the wisdom of providing adequate drum and lining area, the complete outfit having a total frictional area of 1,381 sq. in.

The Beaver was then returned up the hill and stopped on the steepest section, the severity of which is 1 in 6½. The tractive-unit handbrake, the semi-trailer air brakes and the semi-trailer ratchet-type parking brake were each applied separately, and all held the outfit on this slope.

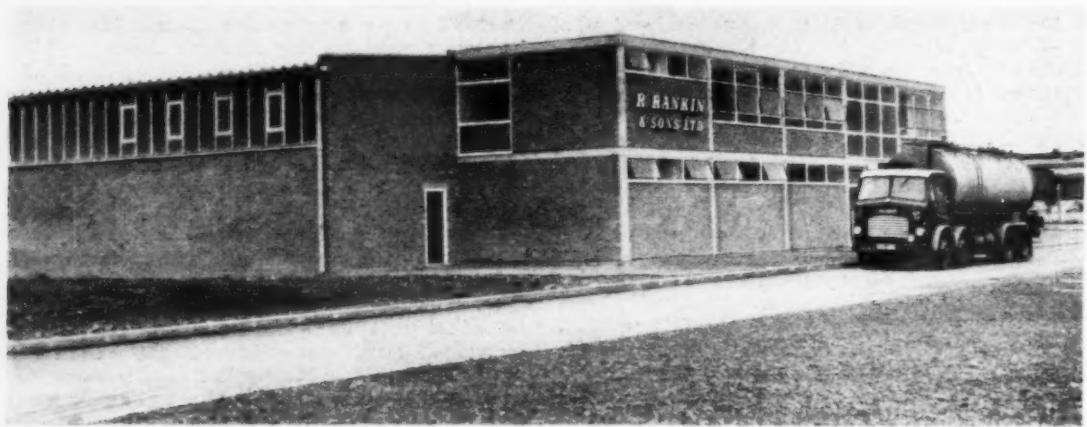
A second-gear restart was then attempted, but this failed, too many revs. giving rise to clutch slip and too few causing stalling. An easy, part-throttle restart was made in bottom gear, however, without the accompaniment of tractive-unit "bouncing" or other undesirable side effects.

At all times the Beaver "artic." handled very well, and was in no way tiring to drive, although the possibility of driver fatigue setting in will be even more remote when some efficient form of acoustic insulation has been found for the engine cowl, power-unit noise being somewhat loud.

All the controls are easy to reach and light to operate, and the general cab layout is good, although, as I remarked in connection with the Octopus tests, additional grab handles by the cab doors would assist access into the cab.

For a short-wheelbase tractive unit the Beaver rode extremely well, whilst the stability of the semi-trailer also was above reproach. The vertical wheel movement allowed by the geometry of the bogie suspension and the self-damping characteristics of the rubber stacks combine to give a particularly smooth ride over bad surfaces.

All in all, there can be few maximum-capacity articulated outfits to match the performance of this Leyland-Scammell combination in terms of performance, handling, robustness and potential ease of servicing. The linking of these two famous names has produced an outstanding vehicle.



Frontage of the new Middlesbrough depot with a Rankin's tanker coming from the vehicle park, which lies beyond the building.

55,000 sq. ft. for 40 Vehicles of North Eastern Haulier

by Ashley Taylor, A.M.I.R.T.E.

Large Haulier in Newcastle upon Tyne Opens New Depot on 6½-acre Site in Middlesbrough to Cater for Increased Demands

STEADILY developing traffic in the prosperous Tees-side industrial area has made it necessary for R. Rankin and Sons, Ltd., the north eastern hauliers, to operate a new Middlesbrough depot, which was officially opened on Wednesday. The depot will be fully operational as from next Monday. A building of contemporary design has been erected on a 6½-acre site which, in addition to catering for present needs, will permit a considerable amount of extension should this become desirable in the future.

The premises cover an area of approximately 55,000 sq. ft. and from them will operate the 40 vehicles with which the company provides its various services for the district. Rankins is an all-round transport organization, planned so as to deal readily with payloads ranging from 7 lb. to 30 tons, apart from handling large quantities of bulk liquids and livestock.

Much of the growth of the business must be attributed to the ability and willingness to handle small consignments, which are distributed by the fleet to any village in Northumberland or Durham, and to providing the same standard of service to all customers whether large or small. The new Middlesbrough depot will be in action 24 hours a day, seven days a week.

Strong Connections

Despite the fact that the headquarters of the company are situated on the Tyne, the Rankin organization has always had strong connections with Tees-side. The business was established on Newcastle Quayside in 1899 and the present managing director, Mr. Robert Rankin, is the third generation of the family to be engaged in the enterprise. The other directors are Mr. Norman Rankin and Mr. William Rankin.

B36

Because of the comprehensive nature of the operations, nationalization brought only a partial acquisition, this move taking place in 1950. Although the State organization took over part of the fleet, an uninterrupted service to Middlesbrough has been maintained for the past 12 years and, following denationalization, a depot was opened at Fleet Street, North Ormesby, in 1955. At that time the present Middlesbrough area manager, Mr. A. B. Fox, was in charge.

The Fleet Street garage will, of course, be vacated when the new establishment, which has been erected in a readily accessible position at South Bank, gets into its stride. The company headquarters are at Cut Bank, Newcastle upon Tyne, and, at the other end of what may be regarded as the fleet's main traffic artery, there is a further depot at Great Howard Street, Liverpool.

"General Goods" Hauliers

An examination of the traffic records shows that Rankins are well entitled to regard their scope as being covered by the term "general goods." However, the principal commodities transported comprise foodstuffs, bulk liquids and particularly chemicals, machinery including large indivisible loads, steel (some of it in long lengths) in addition to all types of packed lubricants and butane gas in containers.

Apart from pure transportation, the Rankin company holds merchandise in its warehouse from which the various commodities are distributed to customers' orders. The area of operation in the main covers the Northern, Yorkshire and North Western traffic areas, there being daily trunk services to Liverpool, regular runs to South Wales, and daily distribution throughout the Tyne-side, Tees-side and Wear areas.

(Continued on page 255)



A.E.C. IN SYDNEY

Sydney's streets are kept busy — and they also have to be kept clean! Street washing is but one of the numerous functions which the many hundreds of A.E.C.s perform in the flourishing capital of New South Wales. The Sydney Department of Transport alone has nearly seven hundred, and there are A.E.C. goods vehicles of all types and sizes fulfilling a vital need in the commercial life of the State. For outstanding performance backed by excellent service, Australia's choice is A.E.C.



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Speed Demon Pastry and Pedestrian Pastry very nearly meet. The Sporty single-seater is the 1921 A.V. Monocar, a brisk performer that is on display at the Montagu Motor Museum.



The main garage which constitutes the central section of the Middlesbrough depot buildings.

A fleet of 102 vehicles, including Commers, Leylands and Atkinsons, has been built up to deal with this considerable volume of work. The heavy units are predominantly Leyland, whilst all the four-wheelers are of Commer manufacture. In addition, five vans and one 25-ton low-loader are employed.

In order to deal with the considerable volume of bulk liquid transport there are 36 tankers, all of which are of high capacity, running up to 4,000 gallons. They include stainless-steel and glass-lined containers.

Most of the general haulage units are either of the drop-side or platform type, but also operated are several Commer-Scammell and Beaver-Dyson Aeroride articulated outfits, their capacities ranging up to 16 tons. An exception to the standard bodywork takes the form of high-slatted haulage units employed specially for the carriage of bottled gas and packed lubricants. Figures taken at random from the fleet records suggest that the average mileage per vehicle is in the region of 35,000 per annum.

Automatic Lubrication

After a period of trial and careful assessment of the results, all the Rankin vehicles have now been fitted with automatic lubrication equipment. Maintenance is performed on a basis of time and inspection. A large proportion of this work on the Commer vehicles is placed in the hands of Minories Garages, Ltd., the local Rootes Group distributors, whilst the remainder is carried out by the Rankin engineering staff. A similar system is applied to the heavier machines, the Leyland Gateshead depot being used to a large extent, whilst the rest of the work is left to the fleet's own engineers at the Newcastle and Middlesbrough depots.

As previously indicated, the South Bank site for the new depot was chosen for its ready accessibility to the developing industrial areas of Tees-side, an additional factor of importance being that it is near roads where there is reasonable freedom of traffic movement. The contemporary-style premises are centrally situated on the



plot, with a private driveway passing round the front and leading to the extensive hard-standing area at the side and the rear.

Between the office frontage and the private road is a seeded grass plot and on the other side is a small tarred apron for the parking of visitors' cars. The inquiry, clerks' and management offices are on the first floor. The modern design of the building results in there being excellent natural lighting throughout.

On the ground floor is the traffic office, which is approached by an entrance direct from the vehicle park. This department is equipped with three hatchways, each of which will normally be used for a different type of traffic. Beyond it lies a mess-room for the drivers and an extensive stores department. A small boiler-house contains a Potterton automatic oil-fired boiler, and Nu-way heating equipment. This plant is used for warming the entire premises.

Maintenance Sections

On the same side of the main garage, behind the boiler-house, are the maintenance shops. These are divided into two sections, one for drivers performing routine tasks and the other for the mechanical staff engaged in overhaul or repair. Grease and air lines are laid on, and a 30-ft. inspection pit is equipped with recessed lighting.

In the park at the rear of the main building is an overhead tank of 3,000-gal. capacity which will fuel the company's vehicles. Behind the maintenance shops are covered and open vehicle-washing areas. In order to facilitate speedy cleansing of vehicles, particularly the large tankers, it is the intention to install a steam cleaning plant at a later date.



Extensive parking areas lie to the side and rear of the building. On the ground floor is the traffic office approached by an entrance from the vehicle park.

Seddons Introduce Their Mk. 2 8-tonner

A NEW 8-ton four-wheeled goods chassis has been developed by Seddon Diesel Vehicles, Ltd., Oldham, Lancs. The model has a solo gross weight rating of 12 tons, and although having some components common to the 7-tonner, a number of new features has been introduced on this model. The new Leyland O.370 diesel engine is one of the optional power units, a plastics panelled cab has been developed (and will subsequently be used on a number of other Seddon chassis) and there are other important detail improvements compared with earlier Seddon chassis.

The new 8-ton model is offered for the same price as the previous 7-tonner (£1,671), but the cab is *lower* priced, being listed at £215. Eight wheelbases are offered, ranging in dimension from 9 ft. to 17 ft., whilst there is also a 7-ft.-wheelbase tractive unit, which can operate with a 28-ft. 6-in. semi-trailer at a gross train weight of 18 tons. Yet another variation is a six-wheeler with York trailing-axle equipment; this has a gross weight rating of 16 tons, and is available with wheelbases of 13 ft. 11 in., or 16 ft. 5 in.

Road Tested

One of the new 8-tonners was road tested a few weeks ago by John F. Moon. It had the O.370 engine, direct-top five-speed gearbox and single-speed axle and was running at 12 tons 2½ cwt. gross weight. An outstanding feature of the test was the fuel economy, 16.3 m.p.g. at an average speed of 27.7 m.p.h. being obtained when fully laden, whilst with the load off, 22.1 m.p.g. was returned at an average speed of 29.2 m.p.h. From a standstill the 8-tonner reached 30 m.p.h. in 28.4 seconds, and the average stopping distance from 30 m.p.h. was 55 ft. These are the main test results obtained; a fully illustrated report on the test will be published in three weeks' time.

There is a choice of two power units, both being fairly similar in respect of size and output. The O.370 is a 6.075-litre six-cylindered diesel with a net power output of 110 b.h.p. at 2,400 r.p.m. and a peak torque output of 272 lb.-ft. at 1,600 r.p.m. The alternative unit is the Perkins 6.354 5.8-litre unit, the net output of which is 105 b.h.p. at 2,800 r.p.m. and the torque rating 254 lb.-ft. at 1,450 r.p.m.

Engine Lower

A notable feature of the engine installations in either case is that they are mounted 4 in. lower in the chassis frame than was previous Seddon practice; whilst this in no way interferes with front-axle vertical movement, it results in a remarkably small engine cowl inside the cab, a conveniently short gear-change lever, and an improved propeller-shaft line.

840

The Borg and Beck 14-in.-diameter tangential-strap-type clutch has hydraulic operation. With either power unit five-speed gearboxes are standard equipment. In the case of the O.370 engine the box is the well-known Albion GB241 unit, which is available at extra cost with an optional sixth overdrive ratio. A David Brown gearbox is used with the Perkins engine, and this, like the Albion box, has constant-mesh gearing.

The standard rear axle is a Seddon-built hypoid-bevel assembly with fully floating half shafts. The standard axle ratio is 6.16 to 1, but there is an optional axle, this being an Eaton two-speed unit. Also of Seddon manufacture is the front axle, which is a slightly heavier assembly than that employed on the 7-tonner.



An 'n'w design of cab has been developed for the Seddon Mk. 2 8-tonner, the example illustrated having the optional paired headlamps.

At both axles, 3-in.-wide semi-elliptic springs are fitted, the rear springs having helper leaves as standard whilst the front springs are available with optional telescopic dampers. Marles 611 cam and double-roller steering gear has been adopted for the Mk. 2, this having a ratio of 24.7 to 1, giving 5½ turns of the 21-in.-diameter steering wheel from lock to lock.

The chassis frame, like that of the 7-tonner, has 1-in.-thick pressed-steel side members, these having a maximum depth of 8½ in., with 2½-in. flanges. As with the 7-tonner Girling hydraulic brakes are employed, boosted by a Clayton Dewandre Hydrovac suspended-vacuum servo. The same 16-in. x 3-in. front brakes are used, but the 15½-in.-diameter rear brakes have 5-in.-wide linings, as opposed to the 4½-in.-wide linings of the 7-tonner. This increases the frictional area from 436 sq. in. to 480 sq. in.

The handbrake lever is mounted on the cab sub-frame instead of directly to the chassis frame and is located to the right of the driving seat. The lever mechanism

incorporates a progressive cam so that initial movement of the lever tends to take up the slack in the linkage quickly, after which further movement moves the rear shoes by a progressively increasing mechanical leverage.

Standard tyre equipment is 9.00-20 (12-ply), with 8-stud three-piece wheels. The fuel tank is a 20-gal. unit, and all fuel lines are of extruded nylon. The electrical system is 24v. and an improved type of all-metal battery box, located on the off-side side member, has been developed to give easy battery access but more adequate protection.

Cab Construction

A pressed-steel base assembly, comprising the underframing, floor plates, wheel boxes and engine cowl, forms the basis of the composite-construction cab, which has timber framing and plastics panels. The engine cowl is hinged at the rear and can be supported in the raised position by a strap. To give more working room in the cab both sides of the cowl can be folded inwards and secured by a rubber clip, so giving a clear working area over the whole length of the engine. The cab base has a six-point mounting to the chassis frame.

Standard equipment includes a fresh-air heater and demister, fully adjustable driving seat, wind-down door windows, opening door quarter lights, twin wipers and flashing direction indicators, with steering-column "stalk"-type control. A four-headlamp layout is available at extra cost.

A safety innovation is that the windscreen panel on the driver's side contains a rectangular laminated panel which will not craze like the rest of the windscreen in the event of it being broken, thus ensuring that the driver's forward visibility is not suddenly completely obscured in the event of such an occurrence. The interior of the cab is nicely finished, with natural and decorative-plastic-laminate grained-wood finishes.

Relatively Simple

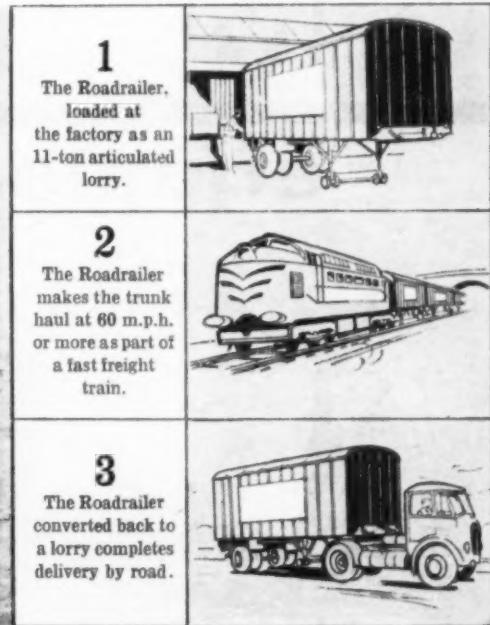
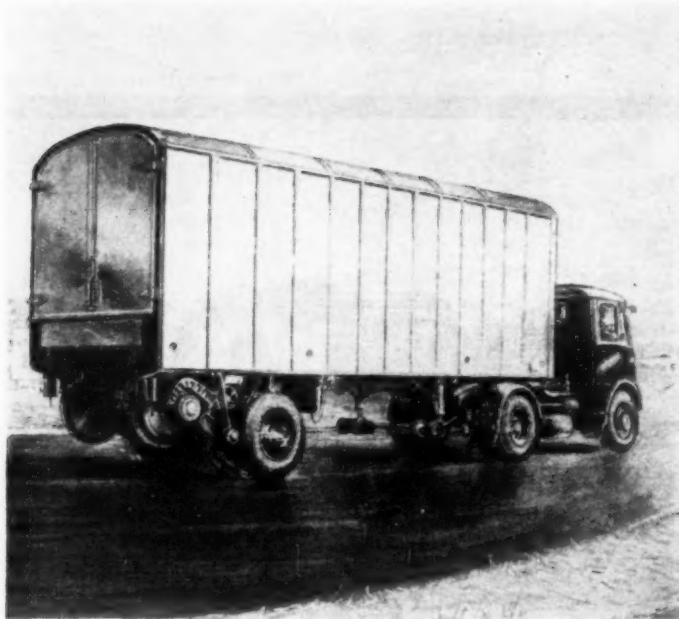
The engine and cab layout are such that it is a relatively simple matter to withdraw the engine and gearbox unit out through the front of the cab after removal of the radiator and radiator grille. This eliminates the need for cab removal, of course. Another improved maintenance feature is that the forward part of the engine cowl is easily removable for adjustment of the fan belt.

Optional extras in addition to those already mentioned include power steering, automatic chassis lubrication, Cary Laminaire fully progressive semi-elliptic springs, rear-axle anti-roll bar, illuminated cab-roof name box, and 30-, 40- or 50-gal. fuel tanks.



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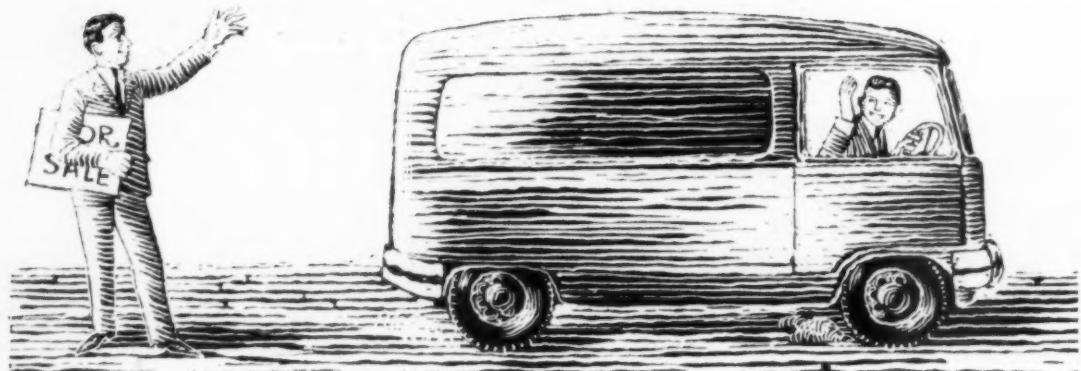
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COMMENTARY

by JANUS

WHOWER it may have been, credit is due to the man who originally coined the definition of the ideal haulier as the one who delivers the right goods to the right place at the right time—and, it is usually added, at the right price. The exact provenance of the phrase has now been lost. No doubt it turned up somewhere during the varied deliberations of the Royal Commission on Transport more than 30 years ago; but it may even then have been in the process of becoming hackneyed. From an epigram it declined rapidly into the cliché of the after-dinner speaker.

It was strikingly apt as a motto in the early days of road transport, before there was any pretence of providing an organized service. To the trader who had been brought up with the railways it must have been an experience like something out of *The Arabian Nights Entertainments* to be able to clap his hands and almost at once find a vehicle waiting outside his door ready to do his bidding. Much later the phrase did further duty as a yardstick for condemning the nationalized road transport undertaking that allegedly so often failed to provide what the customer wanted.

Nowadays the picture that the phrase calls up is perhaps a little faded. More and more operators provide a regular service, within the framework of which vehicle, time, place and price are taken for granted. More often than not, the operator cannot be held responsible on those occasions when the ideal is not attained.

IF the right place happens to be the dockside, or business premises in the congested centre of a large town where there are stern injunctions against parking or loading and unloading, the right vehicle with the right traffic may still not be able to carry out its function. Worse still, thanks to some skilful and unremitting propaganda, the public, or a section of the public, are coming to the opinion that certain vehicles (and especially those carrying abnormal indivisible loads) are always in the wrong place at the wrong time, and that the manufacturer of the load would have been far better occupied in making something quite different in another place for another customer.

As for the right place. . . .

Overtones and echoes from the past lend emphasis to the phrase when it turns up a little unexpectedly in the recent paper on oil distribution read by Mr. Christopher T. Brunner, director of Shell-Mex and B.P., Ltd., at the annual meeting of the British Association (summarized in the September 8 issue of *The Commercial Motor*). As on other occasions, he has perhaps given the words a new lease of life, for although there can hardly be a business more highly organized than that of fuel distribution, they nevertheless exactly suit his theme.

Mr. Brunner draws attention to the curious fact that, although there is much talk about improving productivity in manufacturing industries, little attention seems to be paid to the service industries that now employ 42 per cent. of the total working population. The implied assumption, he says, is that the scope for greater efficiency is more limited, and the need less urgent. He uses the distribution system of his own company as an example to prove the assumption both wrong and dangerous.

Oil is distributed in Britain by barge, by road tanker, by the complete train load and by pipeline. There are

WHEELING THE OIL

almost inevitably stages in the chain of distribution. The choice of the location for each stage, and of the kind of transport to be used to and from the location, must be made so as to give the most intensive use of the available resources. Mistakes may prove expensive.

Although he is mainly concerned with one very specialized traffic, Mr. Brunner makes remarkably clear the problem of goods transport in general. Nearly always there is a large concentration of traffic, whether it be at a factory or a mine or a refinery, and the aim is to disperse the goods over a wide area to a variety of destinations. Where more than one stage is required, the practice is to break the traffic into smaller lots at each stage.

Even the apparent exceptions serve to illustrate the rule. Traffic offered in very small quantities has to be bulked with other goods, as in the case of the post office or the express carrier, before the process of distribution can begin; and the transport of the abnormal indivisible load shows what elaborate steps must be taken when a consignment cannot be subdivided to fit into the normal pattern of the vehicles that have to carry it.

MR. BRUNNER forecasts the increasing use of pipelines for oil distribution, but also makes plain that there will probably always be an extensive need for road tanker vehicles. Operators need not feel, therefore, that the oil companies are abandoning them. The bond between the two interests is naturally strong. Although there may be a multitude of uses for oil products, their use as fuel for road vehicles remains of cardinal importance. As a result, the oil companies have been forced to interest themselves in the problem of roads, on the subject of which, in fact, Mr. Brunner is internationally acknowledged as an expert.

It might be interesting to speculate what might have happened if it had been found—or if it should be discovered in the future—that trains really run best on liquid fuel and cars and lorries on something different.

APART from speculation, road users have grown accustomed to thinking that the oil companies are on their side. By turning to the use of pipelines, the companies might seem to be biting the hand that feeds them. The railways must often have felt like this when a customer who had built up his trade on the permanent way decided to turn to road transport, and possibly even moved his premises to a place where there was no adequate rail service. This rigidity in the face of changing circumstances is in short the tragedy of the railways. Like the lady who took her harp to the party, they are left with a large and probably expensive piece of equipment for which there is no demand.

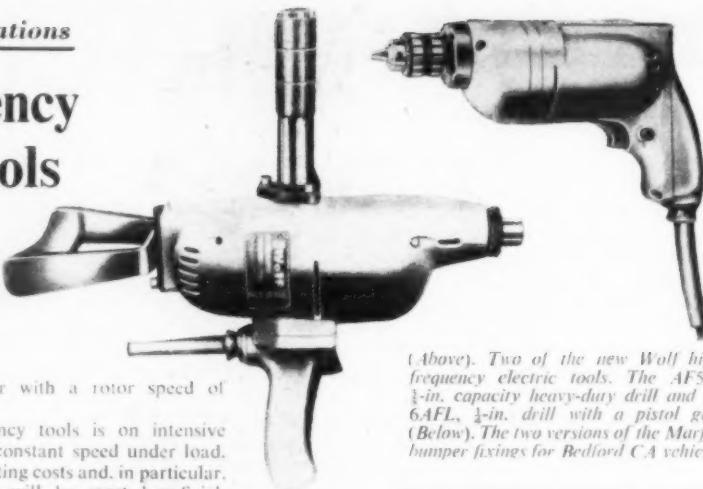
The problem of the road tanker operator is not of these dimensions. When he comes to the point of buying a new vehicle, he has to look ahead for a few years to decide whether the expenditure is justifiable. He would surely be aware of any plan to build a pipeline that in due course would make his vehicle superfluous. He has always accepted the impermanence of traffic, and has not fallen into the error sometimes found among the champions of the railways that they have a prescriptive right to certain types of operation. If the traffic he has been accustomed to carry is swallowed up by a pipeline, tankers are needed for many other products, including some that have not previously been carried by this means.

New Equipment and Publications

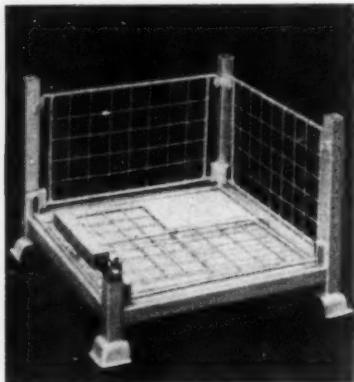
High-Frequency Electric Tools

A RANGE of high-frequency portable electric tools has been introduced by Wolf Electric Tools, Ltd., Pioneer Works, Hanger Lane, London, W.5. The range includes $\frac{1}{2}$ -in., $\frac{3}{8}$ -in., $\frac{1}{4}$ -in., $\frac{5}{8}$ -in. and $1\frac{1}{2}$ -in. capacity drills, a reamer, shears, screwdrivers, grinders and a sander. All operate on 200 cycles, 3-phase supply and have a squirrel-cage induction motor with a rotor speed of 12,000 r.p.m.

Main application for these high-frequency tools is on intensive production work where the advantages of constant speed under load, increased power with less weight, low operating costs and, in particular, the virtual elimination of motor failures will be most beneficial. The capital expenditure involved in obtaining a high-frequency supply is relatively high but in many cases will be warranted.



(Above). Two of the new Wolf high-frequency electric tools. The AF515 $\frac{1}{2}$ -in. capacity heavy-duty drill and the 6AFL, $\frac{1}{4}$ -in. drill with a pistol grip (Below). The two versions of the Marflex bumper fixings for Bedford CA vehicles.



Any size of the Stephens collapsible pallet can be supplied.

Collapsible Pallets

A STANDARD form of collapsible post or box pallet that has a number of interesting features has been developed by E. Stephens and Son, Ltd., 58-66 Bath Street, London, E.C.1. It can be supplied in any size required and when collapsed is only 8-in. high and can also be stacked with any other make.

Link joints at the bottom of the posts allow them to be folded down along the sides. The posts can be square or round and are said to be sufficiently rigid when erected that they need no bracing.

The detachable sides which can be mesh or sheet, are easily and quickly removed and replaced.

Heavy-duty Tow Pole

A HEAVY-DUTY towing pole of 25-ton capacity has been introduced by Harvey Frost and Co., Ltd., one of the companies in the Brockhouse Organization, 25 Hanover Square, London, W.1.

The new pole is called the Maxi-Haul and is double cranked to avoid fouling the body of the towed vehicle. A

detachable axle clamp forms part of the equipment and the pole, which has a swivelling eye at its end, is attached to it by means of a spring-loaded drop-nosed pin.

Harvey Frost have also designed a special towing attachment for use with the Maxi-Haul pole. This incorporates a quick-acting positive self-locking pin.

Alternative Bumper Fixings

FLEXIBLE fixings for the ends of the front bumpers of Bedford CA vehicles have been introduced by Marflex, Catterick Road, Boroughbridge, Yorkshire. These are to replace the standard brackets attaching the ends of the bumpers to the body sides. Fitting the Marflex units will overcome the possibility of damage to the body panel if the bumper is pushed back.

Two types of fixing have been developed. Both use a short coil spring 12-in. long with $\frac{1}{2}$ -in. dia. eyes at both ends. One has a setscrew rigidly fixed in the eye at one end, the other has setscrews at both ends. The former is intended for use when the studs welded to the bumper ends are in good condition. The double-setscrew fixing is used if the bumper stud is damaged. In this case a hole has to be drilled in the bumper.



With both types a hole has to be drilled in the body panel.

Retail prices of the fixings are 2s. 6d. a pair with a single setscrew and 4s. a pair for the double-setscrew type. Charge for postage and packing is 10d.

Sealing Compounds

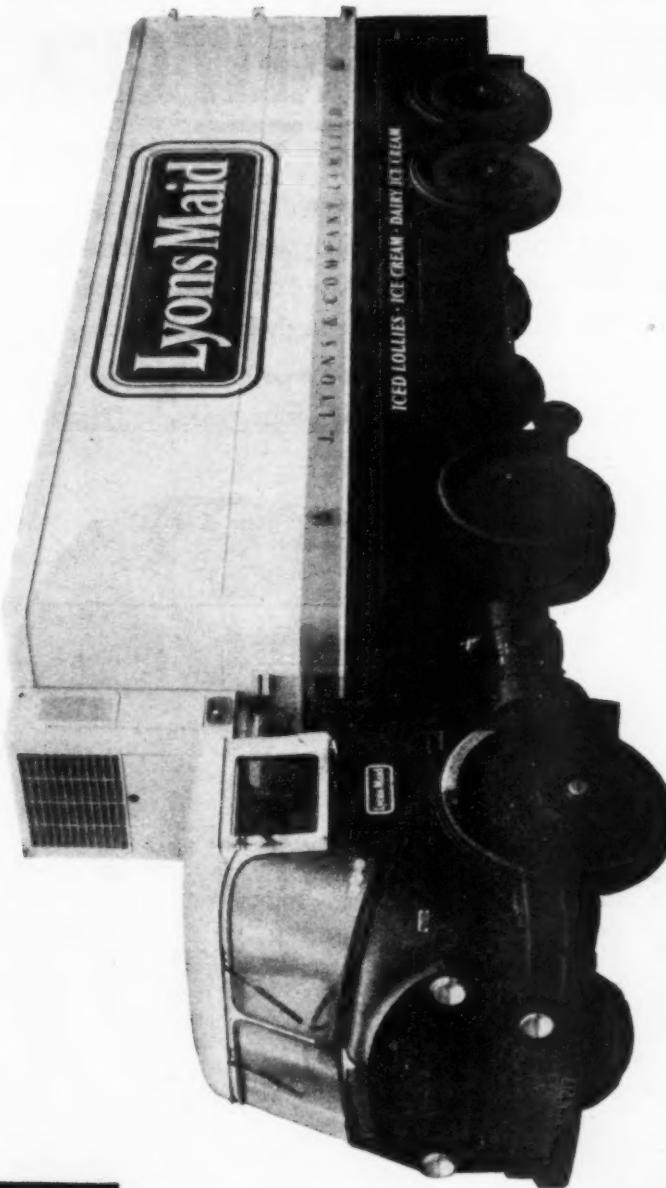
SEALANTS based on Viton synthetic rubber, which give exceptional resistance to high temperature and fuels, are now available from B.B. Chemical Co., Ltd., of Leicester.

Two special-purpose compounds have been developed. One is brushable and intended for the sealing of joints and as an overcoating for bolt and rivet heads. The other is a high-solids material, applied by spatula or extrusion gun.

The compounds are supplied in two-part form and, after mixing and solvent evaporation, will cure to rubber-like solids within seven days at normal room temperature. When fully cured by increasing the temperature, they will withstand temperatures up to 250° C.



Capacity of the new Harvey Frost Maxi-Haul heavy-duty tow pole is 25 tons. The special towing attachment is also shown.



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See how it's done!

1. SUPREME CASING STRENGTH! India Tyre Engineers, working in conjunction with transport operators and using the most advanced techniques, have produced two entirely new casing designs. These make greatly improved use of the high cord-strength of modern materials—both nylon and rayon tyres being available. Between them these two new India giants are tough enough for most working conditions.

2. SCIENTIFIC TREAD DESIGN. Onto these stronger tyre casings India has built just *two* new tread patterns—so skilfully designed that together India's two new giants give top performance on all kinds of surface.



INDIA SUPER G.25—ON THE ROAD

From Motorway to secondary road, this tyre's star qualities are:

- * more rubber on the tread, for longer life
- * thick kerbing ribs to protect sidewalls from kerb damage and to ensure greater retreadability
- * broad central rib, for smoother riding, easier steering
- * deep buttress channels cut overheating



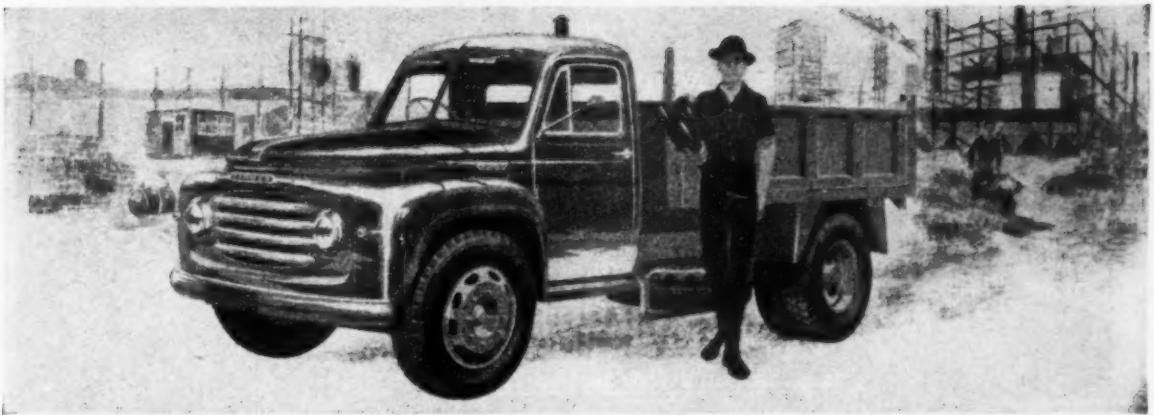
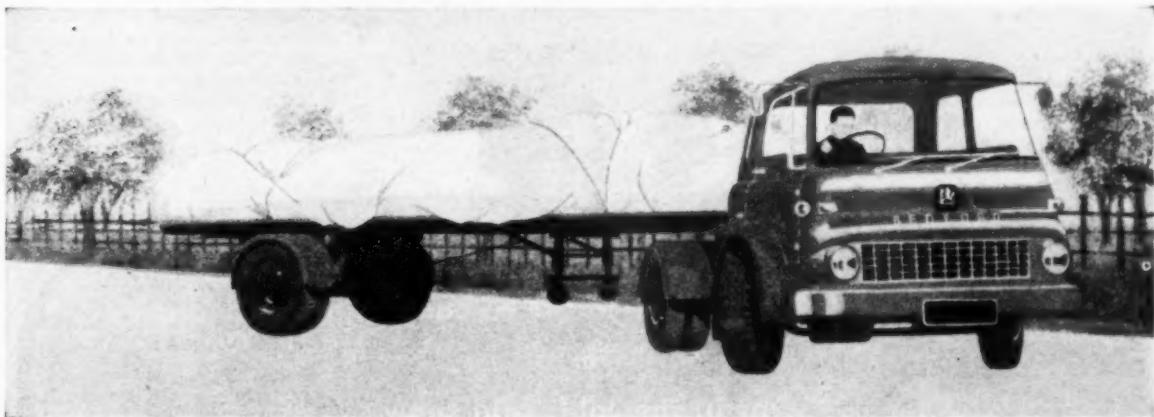
INDIA SUPER G.26 ON ROAD AND TRACK

For all on/off-the-road work, this tyre offers:

- * more rubber on the tread, for longer wear
- * powerful traction bars, for extra-powerful grip
- * well-tapered tread grooves cut out stone trapping
- * supreme for *rear driving wheels*—with G.25 on the front

THAT GRIP BETTER, LAST LONGER!

PROOF? JUST TWO TYRES DO ALL THESE JOBS!

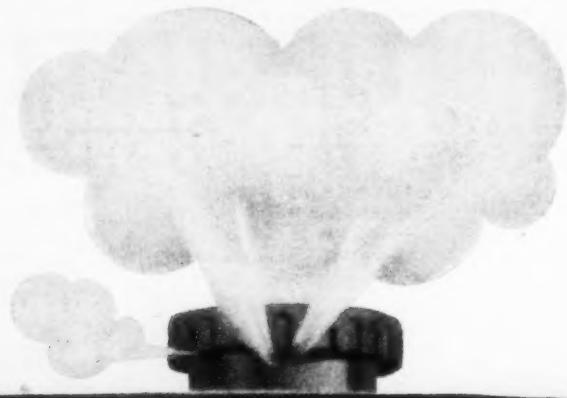


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M.P.T.A. Conference

Planning for Standing?

"ONE of the most interesting papers that we have had" was how one member of the Municipal Passenger Transport Association described a paper that was read at this year's conference at Southsea by Mr. W. J. Evans, general manager of Reading Corporation Transport. It was entitled "Some notes on the operation of single-deck buses" (a brief summary of which was given in *The Commercial Motor* last week).

A pioneer of one-man single-deck operation for many years, Mr. Evans was able to pass on to the Association his experiences in this field. Lively interest was shown in the subject, no less than 16 speakers participating in the discussion that followed, which lasted well into the second business session of the Conference.

Mr. W. M. Little, Edinburgh Corporation's general manager, complimented Mr. Evans for bringing before the Conference such a topical subject only days after the new box dimension regulations had come into effect. He did not, however, think that 36-ft.-long buses could be operated in the way that present-day larger vehicles are. There was a limit to the number of people that could be handled by a moving conductor, and a limit, too, to the amount of moving about that passengers would accept.

The 1930 Act had put a stop to the carrying of large loads on single-deckers. It was only since then that there had been an emphasis on a seat for everybody. Given the right conditions and allowing passengers to make their own way—not jostling them about—they would accept much more standing.

But this view was not shared by **Alderman E. Ball**, chairman of Wigan transport committee who, in a fiery speech later on in the proceedings, said that it was absolutely wrong to plan ahead for standing passengers. "It sounds as if we are offering shoddy goods to get cheapness," he added. It was a retrograde step, when the 20-, 32-, 48- and 78-seater stages had been passed, to place the emphasis on fewer seats and more standing capacity for cheapness. They had to have the best class of vehicle with the best class of seating and staff.

Capacity Increase

Mr. Little said that he was convinced that there would be a considerable increase in the capacity of double-deck vehicles. "The 100-passenger double-decker should be available to us almost at once," he said. This was not an impossible conception even now, within the existing weight restrictions and, in peak hours, more than five or eight standing would be accepted. Such a design would have to be based on a seated conductor (during peak hours), who could lift his ticket machine out of his desk and walk about the bus during the non-peaks.

The Ministry had "turned over a page" by increasing vehicle dimensions, stated Mr. Little. There would now have to be some alteration to the regulations

on standing passengers on double-deckers. There might then follow some lifting of the weight restrictions, particularly with regard to axle loading, where there was already a discrepancy between goods and passenger vehicles. "As operators, we do not desire heavier vehicles. The difference in axle loadings might make design easier," he concluded.

Mr. John Rostrom, general manager of Grimsby and Cleethorpes, told the conference that he did not think that larger single-deckers were the answer. The present double-deckers were doing their job well at the present time. They had very little height limitation, and so on. He could see a lot of trouble in the 36-ft.-long bus in congested towns, particularly on bad corners made worse with parked cars.

NEW OFFICERS

Friday, the last day of the conference, was concerned exclusively with the election of officers for the coming year.

The new president is **Mr. W. M. Hall**, general manager of Liverpool Corporation Transport Department, vice-president is **Mr. W. M. Little**, general manager of Edinburgh Corporation Transport Department, and treasurer is **Mr. E. R. L. Fitzpayne**, general manager of Glasgow Corporation Transport Department.

His undertaking had experimented with one-man single-deck bus operation on routes that had falling traffic, and they had maintained frequencies by using them. From the passengers' point of view, one single-deck bus every 15 minutes was preferable to a double-decker every half hour, and this type of vehicle was becoming more acceptable to the public.

Alderman J. H. Whitaker, chairman of Todmorden Transport Committee, congratulated Mr. Evans on his paper which, he considered, made out a powerful and indisputable case for one-man single-deck buses.

"The only condition we must insist on is that the passenger pays for his ride," he urged. He was against any attempt to subsidize local operation from national or local funds.

Todmorden had certain unremunerative routes and the committee had discussed very seriously curtailing some of

them and abandoning others—7d. out of every 10d. received was being spent on wages. One-man buses would not solve the problem, but would help greater frequency on these routes.

Past president **Mr. E. R. L. Fitzpayne** (general manager of Glasgow) on the other hand, pointed out that people who criticized longer buses were doing a disservice to the Association. He stressed that "We are becoming more and more European" and emphasized that many who had been on the Continent had seen the successful operation of single-decker 36-ft.-long one-man buses.

"What we want is a universal vehicle which would do anything—intensive town services, medium length services and country runs."

Paper on Industrial Relations

The discussion which followed **Mr. A. Burrows' paper on Industrial Relations** tended, not unnaturally, to have a political flavour. (**Mr. Burrows** is the new general manager of Barrow-in-Furness Corporation Transport Department.)

Councillor C. R. Morris, chairman of Manchester transport committee, drew particular attention to the statement that in any study of human relations it was important to keep in mind that in most people there was a general underlying unhappiness towards their job and that, given a choice, very few would carry on with the job they were having to do. "Where does this unhappiness begin?" he asked. "The platform staff; were the managers unhappy, or the supervisors?" He could not agree with Mr. Burrows on this.

An industry was only as good as its employees. He wanted to see the fostering of more personal contact between the management and the employees. He hoped that the Association would do some research in regard to training managers in industrial relations.

Councillor W. L. Williams, of St. Helens, said that the answer lay in a common-sense approach. He did not think that leadership as such could solve industrial problems. "We are at the bottom of the ladder in this industry. We should feel ashamed of the wages we pay. Good management is one way of paying wages and we should raise the standard," he emphasized.

Mr. Fitzpayne attacked **Mr. Burrows** for not comparing the Continental methods of industrial relations with the British methods. "Mr. Burrows should have been able to tell us where these undertakings in Europe are better than ours and where we are lacking. I suggest one thing lacking in our industry is discipline with smartness, courtesy and efficiency."

Letters to the Editor

Need for Lorry Safety Barriers

WE write and talk a lot in this country about death and injury on the roads, but do we do enough quickly? I think we take too long to adopt measures which are obviously necessary. Let me explain, and then get shot down in flames for my cheek.

Press reports indicate to me that 70 per cent. or so of those killed and injured suffer from injuries to the upper part of the body, head and chest. Oh yes, many have other injuries besides, but head and chest stand out.

Now I suggest the basic cause is that when vehicles are travelling along the road fast, the seriousness of the result is related to the speed. If for any reason the vehicle comes to a sudden and violent stop, the occupants are thrown forward.

In the field of safety belts on vehicles, and in encouraging the public to use them, we are just breaking through the clouds. It appears that there is no purchase tax on these belts when they are bought apart from the vehicle, and yet a friend of mine has had a Swedish car over 2½ years and this, when it arrived, was fitted with safety belts, padded dashboard and sun visor and a safety device on the steering column. Glory be, we are getting somewhere.

Commercial vehicle drivers, and other occupants of cabs, are subject to the danger already mentioned—with the additional serious danger of the load moving forward on to the back of the cab and penetrating it. Many have been killed and injured in this way.

Loads are of many kinds, some more prone to movement than others, and some more difficult to secure.

Now it seems to me that in many instances there is need to provide better protection between the driver and the load—an effective protection, which it would be difficult to penetrate or dislodge.

However, as commercial vehicles are taxed on their unladen weight (in 5 cwt. groups) the recent increase in Excise tax has not helped matters. Any additional protection provided would increase the unladen weight, and consequently the tax. This would not be popular with vehicle owners I know, but I have a suggestion which I would like to put forward.

Not Taxable

Protective barriers made by reputable firms, varying in size according to the size of the vehicle, should, where fitted to a commercial vehicle, be excluded from the unladen weight of the vehicle for tax purposes.

Such protective barriers could be made of steel, or some other suitable metal, would extend across the width of the vehicle, be reinforced by ribs and buttresses and the bottom bracket bolted, riveted or welded to the frame.

It could be an optional fitting and provision could be made in future lorry design for it. Driving a lorry myself, I feel sure many commercial vehicle drivers would feel safer and happier with such a barrier.

Can we hope to do something with this idea in, say five years?

Stroud, Glos.

WILLIAM C. TUCK.

The Price of Good Roads

I HAVE read Lord Stonham's letter with interest, but really all that it boils down to is another plea that the railways should be given first prize for being a failure. It must be remembered that the bulk of the railways were built in the 19th century, before the development of the pneumatic rubber tyre and the internal combustion engine.

Also in the railways' favour were many foolish Acts of Parliament such as the Highways Act, of 1831, which empowered the turnpike trusts to kill the road steamer by colossal tolls. In 1861 a uniform scale of tolls was imposed, and so was a 10 m.p.h. speed limit. However, the most disastrous blow came in 1865 when the speed limit was reduced to 4 m.p.h. and a man with a red flag had to walk 60 yd. in front of any steam road vehicle.

Behind this great barrage of protection the railways were able to advance all over the country and, during the 1840s, it was quite common to open 500 miles of railway in a year, and in 1848 they opened 1,182 miles. This was certainly a remarkable achievement and, what is more, railway construction at the rate of 200-300 miles a year went on right into the 1880s.

At present we only have 150 miles of motorway in use, but I maintain that with the modern plant at our disposal, we could quite easily convert 2,000 miles of railways into roads each year. So that in 10 years we would have a 20,000-mile system of motorways.

About 18,000 miles of the system would be undivided roadway, which could be classified as class II motorways, but the 1,500 miles of multi-line track would provide class I motorways with divided roadways with four, six, eight and

850

more lanes. There will be the existing motorways, those not yet completed plus more than 190,000 miles of all-purpose roads.

This would provide Britain with the finest road system in the world and, thanks to the energy of our forefathers, we could get it at bargain price.

In conclusion, I would remind Lord Stonham that we pay for good roads, whether we build them or not; in practice we pay far more dearly in traffic delays, accidents, and lack of industrial expansion if we do not build them.

Harrogate, Yorks.

A. I. WATKINSON.

Why They Voted

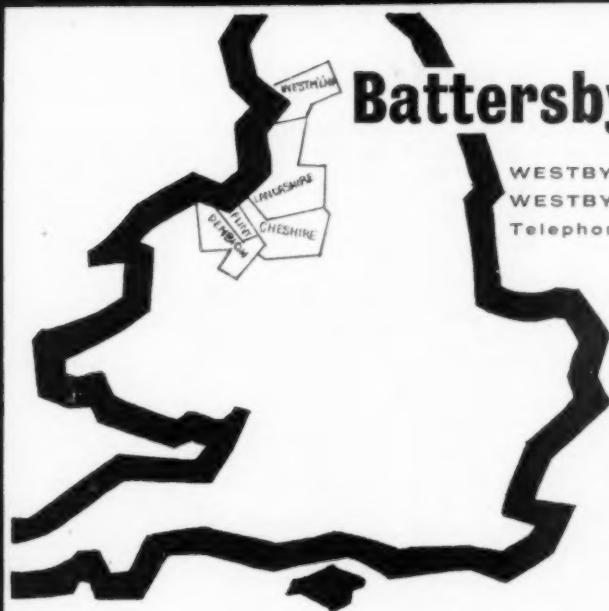
IN *The Commercial Motor* of August 18 I read Mr. W. D. Mitchell's letter mentioning that possibly the main reason why some M.P.s oppose the new 40 m.p.h. limit for public service vehicles is because they have neglected to provide proper roads for Britain.

I certainly must agree with this point, but I do not altogether think that it is the main reason. My theory is that M.P.s who are opposed to the 40 m.p.h. limit have practically no confidence in experienced drivers, who have had to undergo training in dense and light traffic.

The more optimistic M.P.s that have voted for the higher speed limit have realized the driving skill of p.s.v. drivers, and have no doubt experienced their courtesy. I believe that this courtesy encouraged the M.P.s to reward the public transport systems with a speedier service (where an open road permits), but with continuous safety for everybody.

Shortlands, Kent.

STEPHEN S. FERRADA



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Expansion Trends in Haulage

Largest Application From North West

THE North Western area *Applications and Decisions* contains this week's largest single application. In keeping with recent trends, if granted it will be a straight switch from contract A to open A licence. The vehicles shown in the application at a total unladen weight of 53t tons, include 10 "artics," and the hauliers, F. Southworth, Ltd., of Heath Charnock (Chorley), seek a fairly wide normal user.

Also in the vogue is an application for a new B licence by Bituminous Road Facilities, Ltd., of Wilton (Wiltshire). They describe themselves as road contractors and their application is for seven vehicles—tankers and tippers—to carry viscous liquids and bituminous products within 200 miles of their base. Two of these vehicles are at present operating under a C licence.

An application with a Continental common market flavour appears in the South Eastern *As and Ds*. David and Gendre, of Blois, in France, wish to operate two A-licensed vehicles from a nominal base in Dover, the address of

which is not given. The normal user they seek is for the carriage of machines or parts of motors, and baskets to carry them, between Blois and Rochester, via Dunkirk-Dover. There is a notation to the effect that the transport is for one customer only and will last "about one year."

In the Yorkshire area there appears an application by J. F. Hall (Caravan and Transport), Ltd., of Bridlington. They apply for a new B licence to operate a low loader for the towage and carriage of caravans "within 500 miles of Bridlington." Taking this as the crow flies (and all distances are measured in this way, of course) the radius will allow the applicants to operate about 100 miles into the Atlantic beyond Land's End to the west, well past the Shetland Islands in the North, and beyond the Iron Curtain in the East! It is presumed that a more realistic normal scope will be decided on (usually with caravans "General goods, Great Britain") if the Yorkshire Authority decides to make a grant.

NORTHERN

Applications

N 5.9.1.—**Peak Equipment Co., Ltd.**, Newcastle, new A lic., 1 veh. (3t 6c) subject to the surrender of A lic. held in North Western traffic area. Steel sheets, bars and fabrications, return loads, goods as required. North West, Cumberland, Midlands, occasional trips to East South Coast, South Wales and Scotland.

N 5.9.2.—**Executor of John Cotton**, Levens (nr. Kendal), A var., add 1 veh. (3t 4c). Animal feedings, mainly in bulk. Lancashire, Westmorland and Cumberland.

N 5.9.3.—**R. Minty and Sons, Ltd.**, Ponteland, new B lic., 1 T. (3t 4c). G.g. within 25 miles.

N 5.9.4.—**H. R. Adams (Newcastle), Ltd.**, B var., add 2 veh. (6t 4c). Goods for British Oxygen Chemicals, Ltd., British Oxygen Gases, Vickers-Armstrongs, Ltd., Heywood and Sons, Lovell and Christmas, Ltd., Manchester, Liverpool, Leeds, Hull, Glasgow, Sheffield, Bradford, Edinburgh, Ayr and Kilmarnock.

N 12.9.5.—**K. Surphis**, Barrow, A var., add 1 veh. (3t 4c). Household removals and new furniture, England, Scotland and Wales.

N 12.9.6.—**Northern Film Transport (Kendal), Ltd.**, Oxenholme, new B lic., 2 veh. (6t). Redelivery of goods collected in the Merseyside Depot and the redistribution of goods from storage at Kendal, North Lancashire, Westmorland and Cumberland.

N 12.9.7.—**Securair (Midlands), Ltd.**, Stockton, new B lic., 3 veh. (4t 16c) to hire. Cash and valuables within 30 miles.

N 12.9.8.—**Ferguson**, Blyth, B var., add 2 veh. (3t 4c). Mats and plant for constructing roads and buildings, furniture and household effects, scrap metal and timber within 35 miles.

N 12.9.9.—**J. Crowther**, Cockton Hill, B var., add 1 T. (3t 4c). Coal, coke, mats, and plant for constructing roads and buildings, colliery stores, timber and furniture within 25 miles of Bishop Auckland.

N 12.9.10.—**Border Plant Hire, Ltd.**, Whitehaven, B var., add 1 trl. (4t). Goods for Border Engineering Contractors, Ltd., in connection with their own activities as builders, civil engineers and public works contractors as required.

N 12.9.11.—**J. Hall and Sons (Industrial Hygiene), Ltd.**, Witton Gilbert, B var., add 1 veh. (5t). Glassware for associate company Thomas Proctor and Son within 50 miles of Witton Gilbert but mainly Durham County, North Yorkshire and South Northumberland.

NORTH WESTERN

Applications

NW 8.9.1.—**F. Southworth, Ltd.**, Chorley, new A lic., 16 veh. (5t 4c). Mainly yarn, cloth, weavers' beams, wooden cases, general machinery, carpets, chemicals, wood pulp, Cellophane; Lancashire, Midlands, Flint, North West England, Southern Scotland, Gloucestershire and Devonshire. (If granted, 16 veh. will be deleted from contract A lic.)

NW 8.9.2.—**H. Kenyon (Orn.)**, Blackburn, A var., add 1 veh. (2t 4c).

NW 8.9.3.—**E. Nicholson, Ltd.**, Liverpool, A var., add 1 art. (5t).

NW 8.9.4.—**W. P. Dawnes (Transport), Ltd.**, Manchester, A var., add 1 veh. (3t).

NW 8.9.5.—**British Railways**, Macclesfield, add 1 veh. (3t).

CONTRACTS: add, additional; agric., agricultural; art., articulated unit; c., cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats, materials; N.U., normal user; S.T., special type; t., tons; T., tipper; trl., trailer; var., variation; wh., wheels.

NW 8.9.6.—**A. R. and J. Jones**, Abersoch, new B lic., 1 veh. (2t 4c). Road mats, building plant and building mats, and flour in South Caernarvonshire; livestock, furniture and household effects, as required.

NW 8.9.7.—**F. Bernath and Sons**, Blackpool, new B lic., 1 veh. (4t). Building mats, within 50 miles.

NW 8.9.8.—**J. R. and M. Taylor**, Chorley, new B lic., 1 veh. (5t 4c). Fertilizer for J. B. Ashworth, of Horwich, within 200 miles; slag from Wigan to Ford factory site at Halewood, and Thelwall viaduct site, also road mats, to motorway near Warrington and Burtonwood on behalf of Hard Lane Quarry Co.

NW 8.9.9.—**J. K. C. Poole**, Crewe, new B lic., 1 veh. (3t 4c). Collection of milk in bulk from farm, also milk from dairy to dairy; bulk collection and delivery of separated milk, whey, condensed milk within 160 miles of Burton. (Veh. at present specified in C lic.)

NW 8.9.10.—**E. L. Grundy**, Macclesfield, new B lic., 1 veh. (40). Concrete aggregates and road stones for and on behalf of Ashton and Holmes Sutton Sidings, Macclesfield, within 40 miles.

NW 8.9.11.—**The Newton Heath Haulage Co.**, Manchester, new B lic., 2 veh. (7t 4c). Caravans and accessories for the Lynton Caravan Co., Ltd., within 250 miles. (If granted, 2 veh. will be deleted from contract A lic.)

NW 8.9.12.—**Willow Motor and Garage Co., Ltd.**, Nelson, new B lic., 1 veh. (3t 4c). To be used only when veh. authorized on applicants' and associated companies (Carr Haulage Co., Ltd., and R. R. Ormerod and Son (Haulage), Ltd.) lic., is off the road for repairs.

NW 8.9.13.—**J. Bradley**, Preston, new B lic., 1 T. (4t). Road-making and building mats, for Norrane Co., Ltd., to and from the sites on which they are working.

NW 8.9.14.—**McVeigh Transport (Manchester), Ltd.**, Salford, new B lic., 2 veh. (8t 4c). To be used only when any authorized A lic. veh. is withdrawn from service for maintenance or repair.

NW 8.9.15.—**Flynn Bros. (Contractors), Ltd.**, Manchester, B var., add 6 T. (24t) to be hired. Solid fuel from dumps at New Hucknall and Renthin to power stations at Carrington, Agercroft and Chadderton on behalf of Harasreaves (Lancs), Ltd. Also the above-mentioned condition to be added to the conditions of the four vehicles at present authorized on applicant's B lic.

YORKSHIRE

Applications

Y 13.9.1.—**Cross Bros. Transport Service, Ltd.**, Bradford, new A lic., 1 veh. (3t 4c) to be used to facilitate fleet maintenance only.

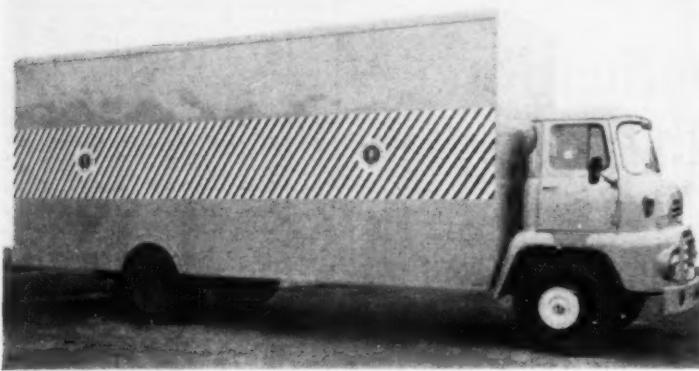
Y 13.9.2.—**M. M. Roberts**, Eland, A var., add 1 veh. (4t 4c).

Y 13.9.3.—**B. H. Transport (Leeds), Ltd.**, A var., add 1 veh. (2t 4c). To be used to facilitate fleet maintenance only.

Y 13.9.4.—**Richmond Road Garages, Ltd.**, Sheffield, A var., add 1 veh. (3t 4c) and 1 art. (7t 4c). To be used only when any authorized veh. is withdrawn for maintenance or repair.



The old is swept away to make way for the new on a demolition site and the rubble is loaded into a Guy Warrior 14-tonner owned and operated by T. E. Scudder, Ltd., demolition contractors. The Warrior, which is powered by an A.E.C. 7.75-litre diesel engine driving through an Eaton 2-speed axle, is fitted with a Homalloy 11-cu.-yd.-capacity body with Pilot twin-ram tipping gear.



This long-wheelbase Leyland Comet has recently been delivered to the Heathcoat organization and will be used for transporting nylon warps and high-quality fabrics. The bodywork, supplied by the Tiverton Motor Co., consists of a staggered framework of alternate tubular steel and alloy sections, and is insulated and lined internally in Maronite to eliminate condensation.

Y 13 9 5.—**Flowers Transport, Ltd.**, York, A var., add 7 veh. (260).

Y 13 9 6.—**Ron Holgate (Stock) Transport, Ltd.**, York, A var., add 1 veh. (3½t) including livestock container (20).

Y 13 9 7.—**H. Wagstaff**, Allerton Bywater, new B lie., 1 veh. (3½t). Road making mats, for Messrs. J. Hinchliffe and Son, Ltd., South Elmsall, in connection with A1 road improvements at Wentbridge viaduct, Ferrybridge, Brotherton, Micklefield and the Doncaster by-pass within 25 miles of South Elmsall.

Y 13 9 8.—**J. F. Hall (Caravan and Transport), Ltd.**, Bridlington, new B lie., 1 veh. (flow-ldr.) (3½t). Towing and carriage of caravans within 500 miles of Bridlington P.O.

Y 13 9 9.—**Jeff Miles, Ltd.**, Leeds, new B lie., 1 T. (3½t). Conditions in respect of one T. to read: Road building mats, for W. A. Smith and Co., Ossett, within 25 miles. Conditions in respect of two T. to read: Road building mats, for Paviour Construction Co., Ltd., Shipley, within 30 miles.

Y 13 9 10.—**J. Zerucha**, Oughtibridge, new B lie., 1 veh. (3½t). Steel billets, wire, builders' mats, scrap, timber, within 60 miles.

Y 13 9 11.—**G. E. Smith**, Pickering, new B lie., 1 veh. (3½t). Agric. produce and requisites for W. Lumley and Son, Pickering, and T. Burgess and Son, Thornton-le-Dale, within 75 miles. (If granted contract A lie., will be surrendered.)

WEST MIDLAND

Applications

WM 14 9 1.—**Juke's Transport**, Bucknell, A var., add 1 veh. (4½t) includes container (1½t). Livestock, within 25 miles.

WM 14 9 2.—**C. Blake and Sons**, Warwick, A var., add 1 art. (90). Milk, as directed by the Milk Marketing Board and dairy companies.

WM 14 9 3.—**W. D. Merrett**, Worcester, new B lie., 1 veh. (3½t). Road-making mats, for A. Monk and Co., Ltd., within 25 miles of Whittington.

WM 14 9 4.—**Primrose Motors**, Worcester, new B lie., 1 veh. (3½t). Road-making mats, for A. Monk and Co., Ltd., within 25 miles of Whittington.

WM 14 9 5.—**C. B. Round (Netherton), Ltd.**, Dudley, B var., add 2 T. (8t). Building and road-making mats, (except bricks from brick-making firm), within 150 miles.

SOUTH WALES

Applications

SW 6 9 1.—**Dixon Boot Transport, Ltd.**, Cardiff, A var., add 1 veh. not exceeding 6t. (To be used as maintenance veh. only.) Asbestos sheets, provisions and all goods for British Oxygen Co., Ltd.—England and Wales.

SW 6 9 2.—**A. Vaughan**, Haverfordwest, A var., add 1 T. (4½t) and 1 veh. (5t). Agric. goods, building mats, and general haulage in South Wales and adjoining traffic areas.

SW 6 9 3.—**R. J. Hughes**, Tylorstown, A var., add 1 veh. (4t). Ships' stores, machinery, marine engineering spares, paint, wallboard and plastics—North East England, West of England and Scotland.

SW 6 9 4.—**A. J. Trace**, Blackwood, new B lie., 1 veh. (3½t). Pin timber from felling sites on behalf of R. L. Lloyd, Ltd., and G. Sinclair, Hay-on-Wye, as required, within 50 miles.

SW 6 9 5.—**C. Davies**, Swansea, new B lie., 3 T. (20t). General building mats, (mainly) and surplus site mats, within 25 miles of Gorseinon.

BS 54

METROPOLITAN

Applications

M 7 9 1.—**Derches Garages, Ltd.**, E.L., new A lie., 2 veh. (6t). G.g., Lancashire, Glasgow and Edinburgh. Demolition, construction and building mats, plant and tools, London and Home Counties.

M 7 9 2.—**Inter-Market Delivery Service**, W.C.2, new A lie., 4 veh. (16t). Carriage of fruit and vegetables from docks, rail-heads, to all provincial markets; and optional g.g. on return loads.

M 7 9 3.—**Stemmins Depositories, Ltd.**, Forest Gate, E.7, A var., add 2 veh. (80). Household furniture and effects; as removal contractors and waremen, G.B.

M 7 9 4.—**H. C. Tyler**, Catford, A var., add 1 veh. (3t). Furniture and household removals, G.B.

M 7 9 5.—**Brown and Polson, Ltd.**, Wembley, new B lie., 9 veh. (28t) (all vans). Foodstuffs for Knorr Anglo-Swiss, Ltd. (associate company), any distance.

M 7 9 6.—**T. B. Carter**, Croydon, new B lie., 1 T. (4t). Sand, ballast and rubbish, within 25 miles.

M 7 9 7.—**D. W. Cove, Ltd.**, Luton, new B lie., 1 T. (3½t). All mats, excavated by mechanical digging equipment owned by applicant whilst on hire, within 25 miles.

M 7 9 8.—**B. Dacosta**, Chigwell, new B lie., 1 veh. (3t 3c) (Horse Box). Horses, within 150 miles.

M 7 9 9.—**Inter-Market Delivery Service**, W.C.2, new B lie., 6 veh. (21t). Fruit and vegetables, within 60 miles.

H 7 9 10.—**Draper's Transport, Ltd.**, Grays, B var., add 2 art. (10t 18c). Goods for Thomas Hedley and Co. and Thames Board Mills, within 150 miles. (If granted contract A lie., authorizing same vehs. and trailers (Hiree: Thomas Hedley and Co., Ltd., soap and detergent manufacturers) will be surrendered.)

WESTERN

Applications

W 12 9 1.—**Coombe Valley Transport, Ltd.**, Netherbury, new A lie., 2 T. (6t 5t). Mainly goods for Fish-Manures and Fertilizers, Ltd., normally within 200 miles. (Vehs. at present specified in contract A lie.)

W 12 9 2.—**N. Hold, Ltd.**, Penryn, A var., add 1 veh. (4t). G.s., mainly flour, manures, foodstuffs, agric. produce, normally in Cornwall.

W 12 9 3.—**Harris and Smith**, Alatnum, new B lie., 1 veh. (3½t) (Blanket). Sewage, pumping of septic tanks within 30 miles.

W 12 9 4.—**Altrec and Channon, Ltd.**, Redruth, new B lie., 4 T. (22t 6c). Aggregates and finished products within 30 miles. (Vehs. at present specified in C lie.)

W 12 9 5.—**H. Top**, Treleigh, new B lie., 1 T. (2t 17c). Builders' gear, scaffolding ladders and all building requisites and site clearance within 15 miles. (Veh. at present specified in C lie.)

W 12 9 6.—**Blithemous Road Facilities, Ltd.**, Wilton, new B lie., 7 veh. (38t 13c). Viscous liquids and bituminous products within 200 miles. 12 vehs. at present specified in C lie.)

W 12 9 7.—**P. W. J. Moore**, Bristol, B var., add 1 T. (3t 16c). Quarried mat, where one end of the journey is non-rail connected within 120 miles. (Veh. at present specified in C lie.)

W 12 9 8.—**P. J. Grasby**, Sedbury, B var., add 1 T. (3t 14c). Quarried and road-making mats within 25 miles. (Veh. at present specified in contract A lie.)

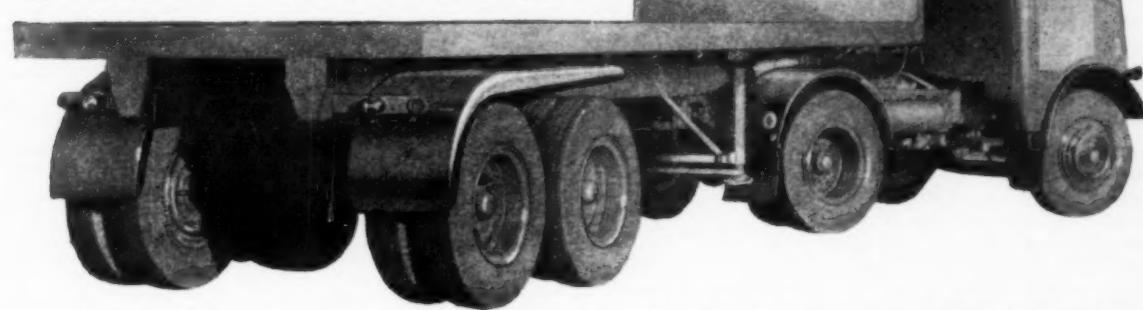
W 12 9 9.—**S. and M. Streets Transport, Ltd.**, Watchet, B var., add 1 T. (4t 12c). Solid fuel, building mats, agric. produce and requisites within 30 miles; pitwood within 70 miles.



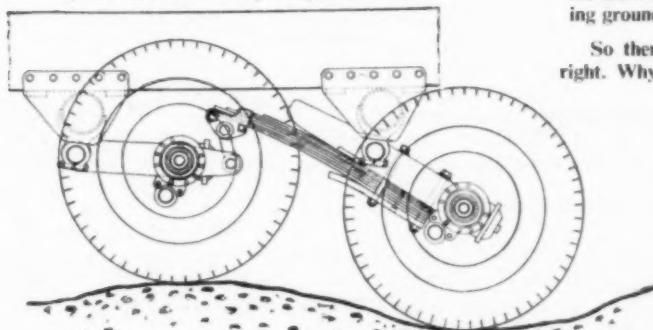
This Taskers 10-ton drop-frame S.A.E. semi-trailer was recently supplied to Wm. Cussons, Ltd., Hull, by Triangle Motor Co., Ltd., Hull, with a body built by Robert B. Massey, Ltd., Market Weighton.

TODAY'S TOUGHEST TRAILERS NOW HAVE

BETTER THAN EVER SUSPENSION!



The renowned Crane 16-tonner, now fitted with new "no-hop" suspension.



See how the specially shaped extension from the rear radius arm bears down on the curved spring, giving more progressive suspension and ensuring that both wheels ride easily and independently over any obstacle.



WT C16 Rev

Yes, there's good news from Cranes—a brand new 16-ton trailing arm tandem suspension that's 3 cwt. lighter than previous suspensions of this type, allowing much greater pay-load. It's also simpler and cheaper than other trailing tandem suspension systems, incorporating independent suspension of each wheel and progressive springing action to ensure easy riding, whether fully loaded or running empty.

There are no lubrication points on the suspension itself and the use of Ferrobostes bushes and thrust washers eliminates maintenance and greasing as well as damping down movement. Brake transference is also completely eliminated, ensuring no hop even on the fiercest braking. Tyres from 8.25 x 20 to 11.00 can be fitted on the same suspension assembly making for easy interchangeability of trailer and tractor tyres.

Tested for toughness, endurance and flexibility over the most arduous road conditions possible at the M.I.R.A. testing ground, the suspension had a completely trouble-free run.

So there you are. Cranes new suspension is good news all right. Why not write or phone now for full details?

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Shackle pins driven to scrap at only 43,000 miles

The operator trusted to regular manual lubrication, but he was robbing his bearing components of half their useful life.

Expensive replacements after only a year of service

Nowadays a commercial vehicle or bus operator reckons on a running life of 600,000 miles upwards for a new vehicle. It can cost him up to £10,000 and he obviously expects to get the best commercial use out of it. So he does not reckon on expensive replacements at only 43,000 miles—that is, most likely, within a year of purchase. It just doesn't pay him to lay up his vehicle for a week or more... nor does he like the heavy bill at the end of it all.

Regular lubrication but...

Now, this operator places his faith in manual lubrication and believes that he is doing the best by his vehicles. But is this really true? Ask him and he'll protest 'I lay up all my vehicles several hours a week for manual lubrication. What more can I do?'

Is manual lubrication enough?

Quite simply, he must realise that manual lubrication and even power-operated lubrication are irregular, inefficient methods of protecting the bearings of his vehicles. The vital film of lubricant is only spasmodically maintained on bearing surfaces. The result is that they are starved of lubricant for a large part of their lives, causing drastic wear that will turn them into scrap well before their time. Just take another look at the illustration!

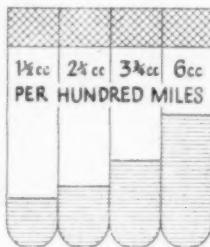
Does automatic chassis lubrication pay?

Now nobody likes laying up their vehicles once a week for servicing. It's a waste of valuable running time and, of course, can make a considerable cut in the number of payloads per week. So let's consider another method of lubrication—Tecalemit's Automatic Chassis Lubrication. The Syndromic System, operated by direct drive from the propeller shaft, provides a constant feed of lubricant in exactly metered quantities to all bearings at all times. (The A.C.L. System does approximately the same for the smaller commercial vehicle or bus). It seems to us that the operator cannot go



wrong—automatic chassis lubrication takes care of the lubrication of his vehicle for him. And, halving replacement bills and permitting vehicles longer time on the run, makes up for its cost and pays its way in a relatively short time. In fact, operators report that their outlay has been very quickly recovered—often within the first year of service.

How much oil does a bearing need?



In these tubes are the relative quantities of oil the various bearings on a commercial vehicle or bus require every 100 miles. Under the Syndromic System each bearing receives a shot of lubricant every mile. The great advantage of this system is that delivery of oil is in direct proportion to the size of the bearing and the load it has to carry, ensuring maximum lubrication efficiency with minimum oil consumption.

Bearing components in flood conditions

Many vehicles engaged on rescue work in the Essex floods some years ago were put out of commission due to corrosion and seizure of shackle and steering bearings. But it was found that on vehicles fitted with Syndromic equipment including a large number of Essex County Council Ambulances, bearings were in perfect condition after several days continual operation in the worst flood areas.

Push-button chassis lubrication

The famous Gordon England Austin 7 was one of the first vehicles to carry a chassis lubrication system. A suction-operated, single plunger pump was controlled by a push button on the dash and, whenever the driver wished, oil could be automatically delivered to the chassis bearings through metering points. By 1926 automatic lubrication systems were fitted to many private cars. Some operated when the driver applied the brake, others when operating the clutch in the course of gear change. Tecalemit systems were adopted by A.C., Alvis, Daimler, Lagonda, Riley, Sunbeam and many other leading car manufacturers.

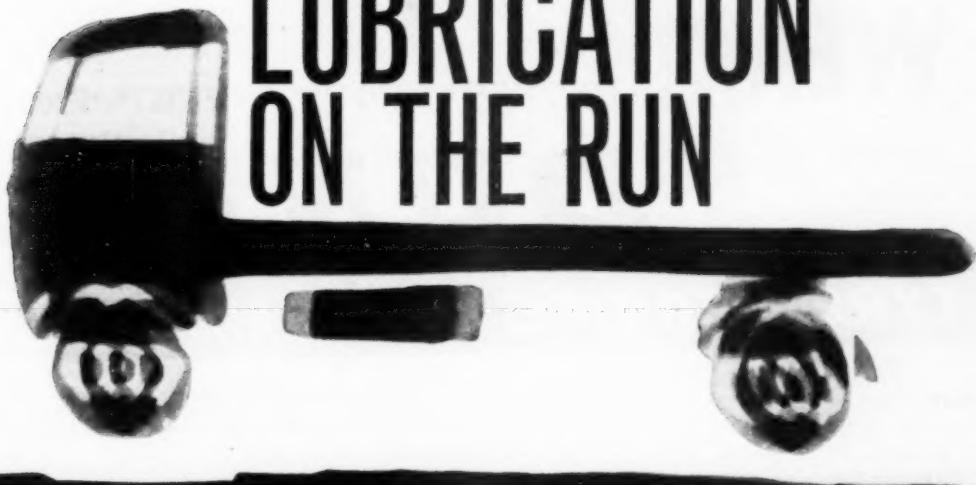
“Syndromic” & A.C.L. Fitting Stations

BASILDON, ESSEX	Bonallack & Sons Ltd., Nevendon Works, Paycocke Road.
BELFAST	A. S. Baird Ltd., Annadale Embankment, Ormeau Road.
BIRMINGHAM 16	Ryland Garage Ltd., 112 Ryland Street.
BLACKBURN, LANC.	Primrose Third Axle Co. Ltd., Production Division, Lever Mill, Ewood.
BRIGHOUSE, YORKS	The Reliance Garage Co. (Brighouse) Ltd., Wakefield Road.
BRISTOL 3	Coventry & Jeffs Ltd., Stafford Street, Off Mill Lane, Bedminster.
GURTON-ON-TRENT, STAFFS.	Kennings Ltd., Morris House, Derby Turn.
DUBLIN	Blackrock Engineering Works Ltd., Sweetman's Avenue, Blackrock.
DURHAM	Darham Industries (London) Ltd., Dragonville Industrial Estate.
EDINBURGH	S.M.T. Sales & Service Co. Ltd., Roseburn Street.
FORMBY, LANCs.	H. Woodward & Sons Ltd., Aitken Works, By-Pass Road.
GLASGOW C.3	S.M.T. Sales & Service Co. Ltd., 177-205 Finnieston Street.
LONDON	Normand Ltd., Cumberland Avenue, Park Royal, N.W.10.
LONDON	Nightingale Engineering Co. Ltd., Western Lane, off Nightingale Lane, Ballam, S.W.12.
MANCHESTER 8	Kennings Ltd., 232 Cheetham Hill Road.
PLYMOUTH	Drake Motors Ltd., Laira Bridge Road.
PORTSMOUTH, HANTS.	Fergusson's (Motor Engineers) Ltd., 137 Goldsmith Avenue.
PORTSMOUTH, HANTS	J. H. Sparshatt & Sons Ltd., London Road, Hilsea.
SHEFFIELD, YORKS.	Phillips' Motor Services (Sheffield) Ltd., 443 Handsworth Road.
SOUTHAMPTON	J. H. Sparshatt & Sons (Southampton) Ltd., The Causeway, Redbridge.
STOKE-ON-TRENT	Newcastle (Staffs) Motors Ltd., Newcastle Road, Trent Vale.
FENSTANTON, HUNTS.	Parker & Son (Automobiles) Ltd., Cambridge Road.
LEICESTER	Ford & Slater Ltd., Gwendolen Road.

FOR A.C.L. SYSTEMS ONLY

MANCHESTER	Syd Abrams Ltd., Waterloo Road.
NEWCASTLE-ON-TYNE	Adams & Gibson Ltd., Dunn Street.

TECALEMIT LUBRICATION ON THE RUN



SAVES TIME SAVES MONEY

Tecalemit Automatic Chassis Lubrication takes complete care of the lubrication of your vehicles while they are out on the road. Regular manual lubrication is cut out, allowing longer time in service and consequently more payloads. And, of course, improved lubrication means minimum wear on bearing components, lighter replacement bills, reduced road shocks, easier steering, less driver fatigue and greater reliability.

The **TECALEMIT SYNDROMIC SYSTEM** — lubricates up to 80 points on the larger commercial vehicle. Pipe lines are in vibration-proof Tecalemit Nylon Tubing, which can be coupled directly to moving parts. Thoroughly tested and proved in actual service all over the world.

The **TECALEMIT A.C.L.** Single Line Automatic Chassis Lubrication System — for light commercial vehicles and buses. Incorporates a small piston-type impulse pump and a ring main. Individual metering units serve up to 30 bearings. All pipe lines are in Tecalemit Nylon Tubing.

Full details from :
TECALEMIT
 (ENGINEERING) LTD.
 (SALES C.M.),
 Victoria Road,
 Feltham,
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Automatic Chassis Lubrication

TECALEMIT (ENGINEERING) LIMITED PLYMOUTH DEVON

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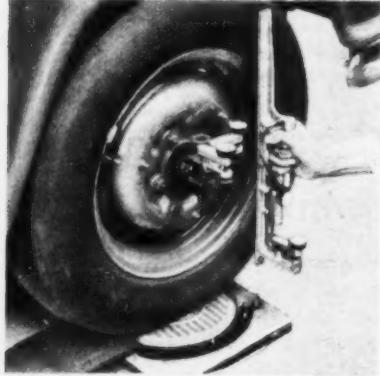
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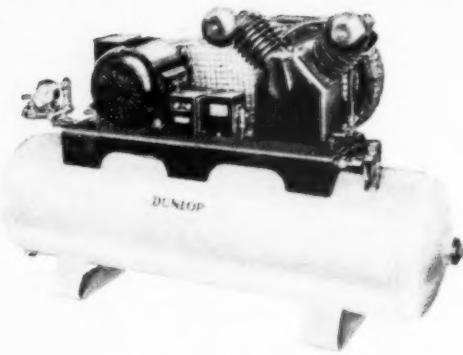
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An easily used 3-in-1 gauge that ensures greater running efficiency. No need to jack-up when measuring King Pin inclination.



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Illuminated 9" master gauge with 24 ft. air-line, remote control and dual-foot "grip-on" connector for use on twin tyres.



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Air-cooled twin cylinders with $2\frac{1}{2}$ h.p. motor, air receiver built to B.S.I. Spec. and hydraulically tested to 300 lb. per sq. in.

For full details of these and the many other items available, contact your local Dunlop depot

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THE DEPENDABLE TYRE SERVICE EQUIPMENT



CFH/1160/705

Planning for Profit

Small Vans Can Be a Problem

Though Costs Per Mile May Be Relatively Low, a Too-ready Authorization of Their Use Can Accumulate High Expenditure

THREE are over ½ m. goods vehicles operating in this country with unladen weights of less than one ton. The great majority, of course, are small vans running under C licence.

On a conservative estimate these vehicles represent an overall initial outlay of over £200m. Yet despite this very large capital outlay I doubt if but a small proportion of their users have any accurate knowledge of the cost of operating them. Even when averaging a comparatively small weekly mileage—say 200—the cost could amount to £750 or more per vehicle per year.

Yet when every effort is being made to reduce costs in all sections of trade and industry, such very endeavours often result in an increased use of small vans. When employed on retail delivery there are several contributory factors. The increasingly high rents payable on shops sited in the centre of towns and cities make it imperative that the sales or productive area of such shops is increased to the maximum, which invariably results in stocks of goods being correspondingly reduced. This in turn necessitates more frequent delivery of smaller lots. Whilst the overall cost of sales and distribution per unit may be reduced as a result of such a policy, due largely to increased sales, transport costs must inevitably be increased.

THE increasing mechanization of industry and agriculture has necessitated the provision of field engineers equipped with service vans available at short notice to repair such equipment in the event of breakdowns. Where a large industrial unit is geared to mass-production the relative cost of operating such vans is small when segregated to each particular occasion, but the accumulated expenditure over a year can be substantial.

When such maintenance is provided as a sales service there is an understandable pressure from such sales departments that journeys should be undertaken with little regard to economic operation. Where a fleet of such vehicles is large enough to justify the employment of a transport manager, who may also be responsible for operating larger vehicles, he will often be placed in the difficult rôle of curbing excessive demands for the use of small maintenance vans. On such occasions it is helpful to be able to give the exact cost in advance of such trips by reference to previously assessed operating costs.

The great majority of small vans are operated singly, or at least in small numbers. In such circumstances it is often a more economic proposition to arrange for the supply of such vehicles on contract hire. In this connection three successive articles in this series (June 9, 16 and 23) dealt with the advantages of hiring as compared with ownership.

AS an indication of the costs likely to be involved in operating even the smallest type of van, namely 5 cwt., the following estimates are given, alternatively with either 3- or 4-wheel chassis. Although not so common as the 4-wheeled van, the 3-wheeled version does give some reduction in total operating costs. Its unladen weight would be around 8 cwt., giving an annual licence duty appropriate to 3-wheelers of £6. Allowing for a slight addition in respect of the fee payable for the carrier's C licence, the equivalent standing cost per week for licences would then be 2s. 6d.

Although it is appreciated that other than adult male drivers may be employed on this type of vehicle, the wage rates applicable to adults will nevertheless be used here so as to facilitate any comparison that may be made with the operation of larger vehicles on which the employment of adult drivers is a statutory obligation. Assuming that the van is located in a Grade 1

area as defined in the Road Haulage Wages Council Regulations R.H.(70), the total cost to the employer of driver's wages is reckoned at £9 14s. 10d. a week. This amount includes contributions payable by the employer under the new Graduated Pension and National Insurance scheme and voluntary contributions to employers' liability insurance, which prudent operators make to replace the indemnity provided under the former Workmen's Compensation Act. Also included in this amount is an adjustment to provide for the cost of holidays with pay.

It will be assumed that the van is housed under cover and that the equivalent cost of rent and rates is 6s. 9d. a week. Comprehensive insurance in respect of the vehicle when engaged on ancillary use is reckoned to cost £16 16s. per annum, the weekly equivalent of 6s. 9d. As with the other standing costs already enumerated, the weekly amounts are calculated on the basis of a 50-week year to allow for two weeks when the van may be off the road for major overhaul or on account of driver's holidays.

ALLOWING for a nominal interest charge of 5 per cent. on the initial outlay, this would add the equivalent of 7s. 6d. a week. The total for these five items of standing costs would thus be £10 18s. 4d. Small vehicles such as this 3-wheeler would normally run only a comparatively small mileage and here this will be reckoned at an average of 200 miles a week. The resulting standing cost per mile is therefore 13.10d.

There are similarly five items of running cost of which fuel is usually the largest. In this instance it will be assumed that both the 3- and 4-wheeler are fitted with petrol engines and that fuel is purchased in bulk at 4s. 1d. a gallon, although it is appreciated that there could be a wide range of prices at which fuel is obtained by users of small vans.

The rate of fuel consumption for the 3-wheeler will be conservatively estimated at 38 m.p.g. but because of the relatively small mileage it is reasonable to assume, in addition, that a considerable amount of stop and start work is involved. On account of this a nominal addition of 10 per cent. will be made to the consumption, resulting in a fuel cost per mile of 1.42d. Lubricants are reckoned to add 0.15d. and tyres 0.21d.



Latest addition to the range of vehicles based on Austin Seven and Morris Mini-Minor cars is the ½-ton pick-up truck shown here. Floor height is 1 ft. 5½ in., and total floor area 19½ sq. ft. The body length extends to 6 ft. when the tailboard is dropped. Unladen weight of the pick-up is 11½ cwt. and the price is £360, including passenger seat.

a mile. This latter figure is based on a cost per set of three tyres of £18 and an estimated mileage life per set of 20,000.

Maintenance, inclusive of washing, servicing and repairs, is reckoned at 0.98d. whilst depreciation adds 1.13d. a mile. To arrive at the cost of depreciation it is first necessary to deduct the equivalent cost of the original set of tyres from the initial price of the vehicle, followed by a further deduction equivalent to the estimated residual value, which in this instance is reckoned at 10 per cent. In this particular case, however, there is a possibility that there may be an element of obsolescence due to the relatively low mileage. On this account, although the mileage life of the vehicle is estimated at 75,000, a nominal addition of 10 per cent. will be made to this item of cost, giving a final figure of 1.13d. a mile.

The total for these five items of running costs is therefore 3.89d. a mile, with a resulting total operating cost per mile of 16.99d. Again assuming a weekly average mileage of 200 the running cost per week would be £3 4s. 10d. and the total operating cost per week £14 3s. 2d.

Dealing now with a 4-wheeled version of a 5-cwt. van, it will be assumed that the purchase price is £420. As with many of the smaller vehicles, the unladen weight is considerably in excess of the carrying capacity and in this case will be reckoned at 15 cwt. This will incur an annual licence duty of £15 or the equivalent of 6s. 1d. a week, inclusive of a similar addition as before in respect of the carrier's lice ice fee. The total cost of wages to the employer would again be reckoned at £9 14s. 10d., but the weekly cost of rent and rates is adjusted to 7s. 4d.

THE annual premium for comprehensive cover whilst engaged in ancillary operation appropriate to this class of vehicle would be £18 12s., the equivalent of 7s. 5d. a week. Interest charges on the initial outlay at the same rate as before would add 8s. 5d., giving a total for these five items of standing costs of £11 4s. 1d. As with the 3-wheeler, it will still be assumed that a weekly average of 200 miles is maintained, so giving a standing cost per mile of 13.44d.

It will again be assumed that fuel is purchased in bulk at 4s. 1d. a gallon and with an increased rate of consumption for the 4-wheeler of 32 m.p.g., the basic fuel cost per mile would be 1.53d. But, as before, an addition of 10 per cent. will be made to this figure to allow for some margin for the stop and start work which the lower weekly average mileage of 200 implies. The resulting fuel cost per mile is therefore 1.68d., whilst lubricants are reckoned the same as before at 0.15d. a mile.

A set of tyres for the 4-wheeler would cost around £27 and with a conservatively estimated mileage life of 20,000, the tyre cost per mile would be 0.32d. Maintenance is now reckoned to cost 1.09d. a mile and depreciation 1.23d., calculated in the same manner as with the 3-wheeler.

This gives a total for the five items of running costs for the 4-wheeler of 4.47d. a mile which, when added to the standing cost of 13.44d., gives a total operating cost of 17.91d. a mile. This compares with a corresponding figure for the 3-wheeler of 16.99d.

Similarly, the running cost per week is £3 14s. 6d., giving a total cost of operating 200 miles per week of £14 18s. 7d. for the 4-wheeler, compared with £14 3s. 2d. for the 3-wheeler.

A MAJOR post-war development in commercial vehicle manufacture has been the extension to the range of vehicles to which oil engines can be fitted. Originally considered as primarily for use with heavy vehicles, the application of this type of engine has now extended down to small vans with a carrying capacity as little as 15 cwt.

Whilst a major economy to be derived from the use of an oil engine is by way of reduced fuel consumption, there is also the advantage that consumption does not deteriorate when employed on stop and start work as is the case with a petrol-engined vehicle. Additionally when such vans are operated alongside larger vehicles, which would in any case invariably be fitted with oil engines, operators would probably find it inconvenient to provide fuel supplies specially for one or two small petrol-engined vans.

As an indication of comparative operating costs as between

petrol and oil-engined vans of similar carrying capacity, the following costs are given.

A 15-cwt. petrol-engined van would cost around £530 and have an unladen weight of 1 ton 7 cwt. The resulting annual licence duty of £24 would incur an equivalent weekly standing cost of 9s. 8d. As with the two previous examples of 5-cwt. vans it will be assumed that an adult driver is employed and that the overall weekly cost of wages, inclusive of insurance contributions as before, is £9 14s. 10d.

Appropriate to the increased dimensions, the weekly cost of rent and rates in respect of housing the vehicle is now reckoned at 8s. 5d. Because of the increased initial outlay and carrying capacity the annual insurance premium now amounts to £24, the equivalent of 9s. 7d. a week. Interest on the initial outlay is again charged at a nominal rate of 5 per cent., amounting to the equivalent of 10s. 8d. a week. This gives a total for these five items of standing costs of £11 13s. 2d., or 13.99d. at 200 miles a week.

With petrol again purchased at 4s. 1d. a gallon and a fuel consumption rate of 22 m.p.g., plus a 10 per cent. increase on account of stop and start work, the fuel cost per mile becomes 2.45d. Lubricants are reckoned to cost 0.18d. and tyres 0.43d. a mile, reckoned on a basis of an estimated mileage life of 22,000 and a cost per set of £45. Maintenance is assessed at 1.52d. and depreciation at 1.53d. a mile.



For carrying light bulk loads, this Bedford CAL chassis has been fitted with a Gregory conversion. It was supplied to Footmans, of Ipswich, by O. G. Barnard and Sons, Ltd., Stowmarket.

Total running costs for this 15-cwt. petrol-engined van are therefore 6.11d., giving a total operating cost of 20.10d. a mile and £16 15s. a week.

The initial outlay on the oil-engined version of a 15-cwt. van is reckoned at £662. Although the unladen weight would be a little higher at 1 ton 9 cwt., this increase is not sufficient to affect the licence duty, which remains the same at £24 per annum or the equivalent of 9s. 8d. per week. The next three items of standing cost also remain the same, namely wages £9 14s. 10d., rent and rates 8s. 5d. and insurance 9s. 7d. a week. Interest charges, however, are slightly higher because of the increased initial outlay and now amount to the equivalent of 13s. 2d. a week. This results in a total standing cost of £11 15s. 8d. a week or 14.14d. a mile.

With fuel oil costing 4s. 1d. a gallon and an estimated rate of consumption of 33 m.p.g., fuel cost per mile will amount to 1.51d. As already mentioned, no increase is added on this occasion because of the stop and start work.

Lubricants are assessed at 0.20d. a mile, while tyres remain the same at 0.43d. a mile. Maintenance is now reduced to 1.26d. a mile, but depreciation is increased to 1.94d. a mile. In this connection the vehicle mileage life is still conservatively assessed at 75,000.

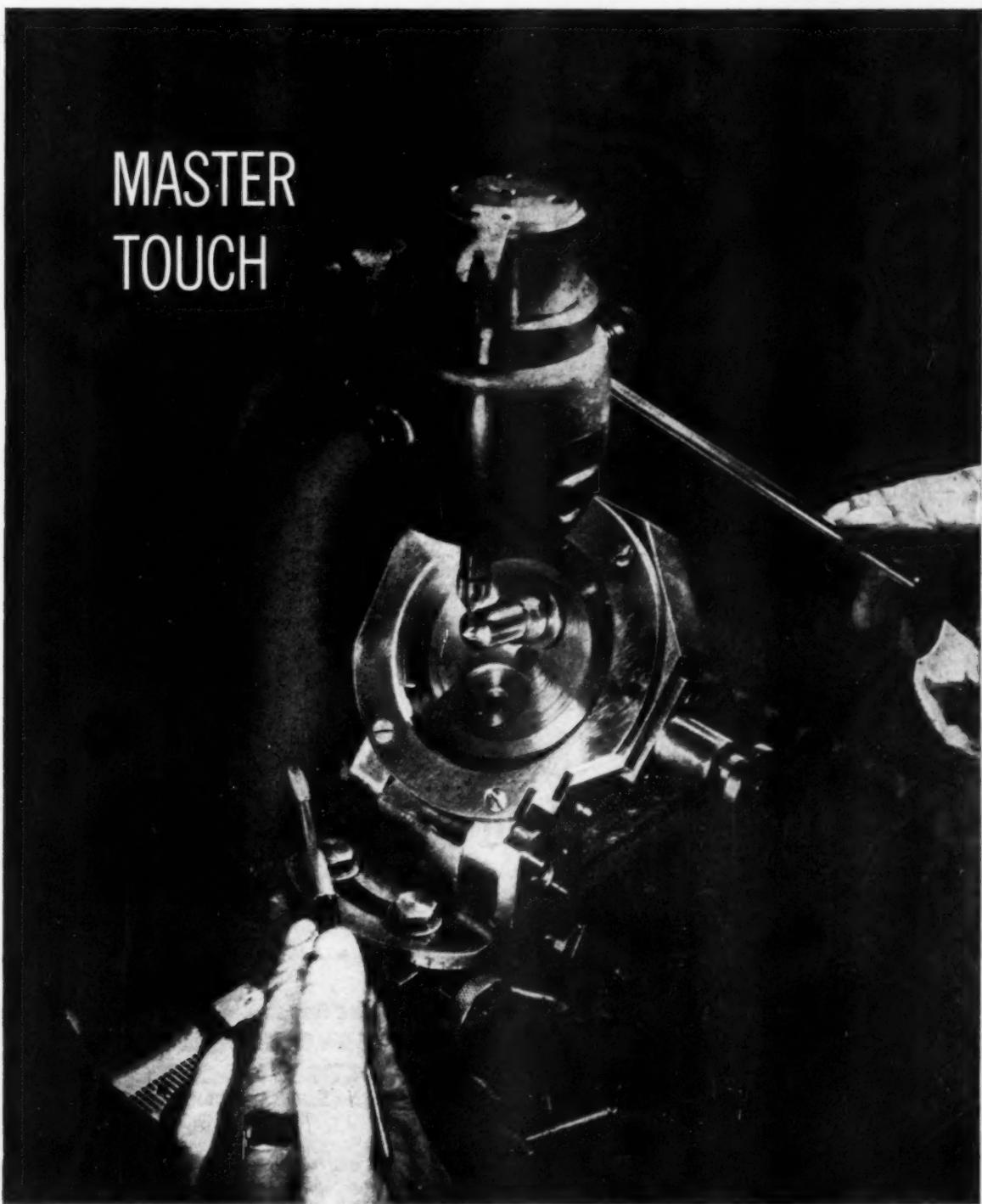
This gives a total running cost of 5.34d. a mile or £4 9s. a week. Similarly, the total operating cost is 19.48d. a mile or £16 4s. 8d. a week, which latter figure compares with £16 15s. for the petrol-engined version of this 15-cwt. van. S.B.

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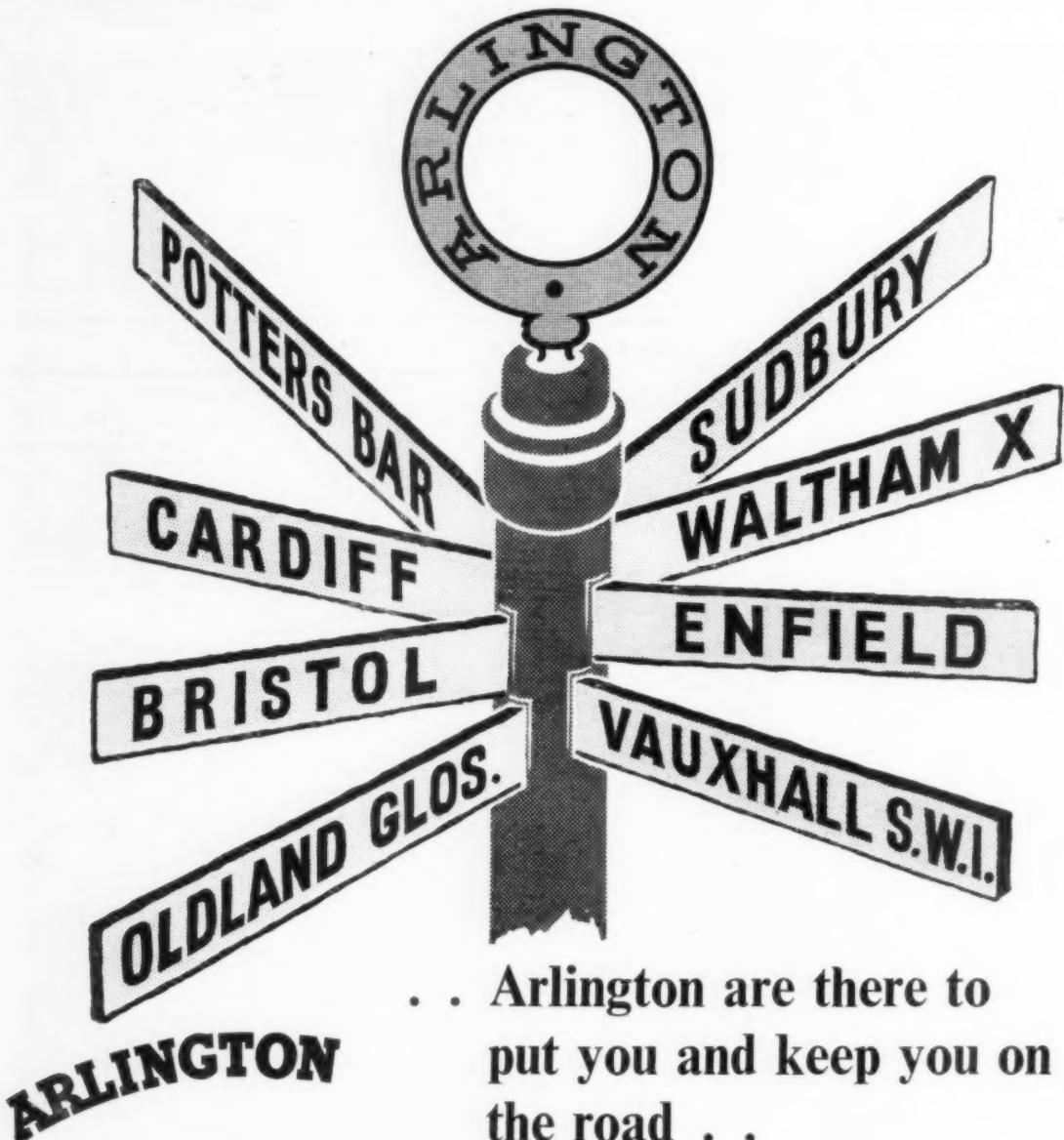
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AP/69

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TRANSPORT OPERATORS

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If you 'don't know which way to turn' don't worry, there's an Arlington Branch in every direction in the South to help you in any transport trouble. As an Arlington customer or potential customer you are very welcome at any branch, and the full resources of all are immediately available to each.

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CLASSIFIED

THE COMMERCIAL MOTOR

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GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

A.E.C. Matador unregistered, good working order, new battery, spare wheel and tyre, winch, air brakes, etc. £800. L. W. Vans Ltd., Amphyll 3255-6.

A.E.C. Mammoth Major, 22-cu-yd. alloy body, twin-ram Edbro tipping gear, 9.6 engine, air brakes, first registered 1950. A.P.P.Y. 17, Walmers St., Fenton, or phone Stoke-on-Ash 6227, after 6 p.m. 927-6413.

A.E.C. Matador 4 x 4, unused, new type cab, very attractive looking. £750. Barnards, Stock market, phone 621 (five lines). 927-6213.

A.E.C. Diesel Matadors, 4 x 4, heavy-duty power. Diesel 6 x 6 chassis and cab.

A.E.C. T. CUNLIFFE, 45 Wellington Rd., Handsworth, Birmingham, 20. Northern 0832. 927-141.

1956 8-wheel A.E.C. Mammoth Major, 9.6 engine, double cab, 22-cu-yd. body, 40 x 8 tyres, very good condition. £1,150. Choice of two.

1955 A.E.C. 8-wheel, double drive, 9.6 engine, air brakes, 40 x 8 tyres, late-type cab, in excellent condition. £1,350.

1950 4-wheel, 9.6 engine, 20-ft. flat, in very good condition. £350. 4 Carruthers St., Liverpool, 3. 927-204.

1958 A.E.C. 8-wheel'er, 9.6 engine, new style full front cab, double drive, 10.00 x 20 tyres, air brakes, good working order, 25-ft. platform body, in excellent order. £1,650.

A LSO other good A.E.C. vehicles in stock.

R USH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 927-233.

1947 A.E.C. 9.6 8-wheel rigid twin drive, 25-ft. platform body, new 1957 cab and reconditioned engine. £1,200. THE COVENTRY GARAGE, LTD., Holyhead Rd., Coventry. Phone: Coventry 28581. 928-6429.

A.E.C. 4 x 4, full air brakes, civilian cab, 40 x 8 tyres, on rear, excellent condition. £1,150. Russell, 155 Millbank St., Northam, Southampton 26590. 927-344.

A.E.C. Wanted

A.E.C. Monarch short-wheelbase. Full particulars, price, Box CM053, care of "The Commercial Motor." 927-462.

A.E.C. 6-wheeler, drop-sided, not later 1958. Replies, Box CM275, care of "The Commercial Motor." 927-8756.

ALBION

1961 Chieftain CH3 AXL, 9.00 x 20 tyres, 6-speed box, £1,781.

1961 Chieftain CH3 ALT, 9.00 x 20 tyres, 6-speed box, £1,772.

1949 CX model, long-wheelbase platform, £105.

1955 Reiver, long-wheelbase platform, reconditioned engine, £650.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone: Bawtry 362, 456, 457. 927-196.

1955 Chieftain, 17-ft. 6-in. platform, very good condition, smart and clean. £350. Harold Tinker (Scholes), Ltd., Scholes, near Huddersfield. Phone: Holmeforth 234. 927-196.

1957 ALBION Reiver, Leyland engine, double drive, flat platform body. THE RELIANCE GARAGE CO. (BRIGHOUSE), Wakefield Rd., Brighouse, Yorks. Phone: day, Brighouse 1677; night, Bradford 78486 or 71077. 927-382.

Used Goods Vehicles (contd.)

1957 ALBION Chieftain, Duramin cab and drop-side truck body. Guilliver 5555. 927-533.

1958 ALBION tractor unit, fifth-wheel, coupler vacuum brakes, reasonable price. RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 927-182.

ATKINSON

THE NIGHTINGALE ENRG CO LTD. THE LONDON DISTRIBUTORS FOR ATKINSON.

ALL MODELS. COMPLETE SALES AND SERVICE AT BALHAM, SW12 Kelvin 2193. 922-860.

1953 ATKINSON 8-wheeler, 21-ft. flat, double drive, 40 x 8 tyres, 6LW, in good running order. Pratiss (Hereford), Ltd. Phone: Hereford 4221-6. 927-49.

1957 ATKINSON 8-wheeler, long wheelbase, 6LW, latest type cab, double drive axles, good tyres, fitted automatic greaser, 24 ft. 6 in. platform body, cab repainted, with new paint. 927-49.

1958 ATKINSON 8-wheeler 24-ft. 6-in. flat, latest type cab, reasonable price for quick disposal.

1958 ATKINSON 8-wheeler, short wheelbase, 25-cu-yd. tipper, 6LW, latest cab, Pilot gear, auto-greaser.

1959 ATKINSON 8-wheel short-wheelbase 25-yd. upper, 6LX engine, latest cab, auto-greaser, repainted and ready for work.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 927-183.

SEPTEMBER, 1953. ATKINSON 8-wheeler double drop-side, 40 x 8 tyres, 6LW engine, 24-ft. flat body. £500. JUSTICE, Winter Closes, Underwood, Notts. Phone: R. Langley Mill 3182. 9 a.m.-9 p.m. 927-330.

ATKINSON tractor unit, Model T 746X, 6LX Gardner engine, double reduction rear axle, 9.00 x 24 tyres, immediate delivery.

ATKINSON Model L1796X 6LX Gardner engine, double reduction rear axle, immediate delivery.

SCOTTS OF NOTTINGHAM, LTD., Lamourne Drive, Nottingham. Deer Park 221. 927-499.

AUSTIN

UNREGISTERED 4-ton K.4 truck, new batteries, repainted. £140. 3-ton vans, roller shutter rear doors, £150. L. W. Vans Ltd., Bedford. Amphyll 3255.

1956 AUSTIN long-wheelbase tipper, B.M.C. diesel engine, new tyres. £295.

1953 54 AUSTIN 440 boxvan, clean, smart, good tyres, from £100-£130. Edgbaston 2572. 927-111.

CLASSIFIED ADVERTISEMENTS

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Used Goods Vehicles (contd.)

CAR MART SALES LTD.

AUSTIN COMMERCIAL VEHICLES DISTRIBUTORS FOR LONDON AND ESSEX. SIX MONTHS' GUARANTEE WHERE STATED.

1960 AUSTIN A15 van, 12,000 miles, guaranteed. £225.

1959 AUSTIN A152 15-cwt. Omnicar, guaranteed. £285.

1957 AUSTIN LD2 14-ton B.M.C. diesel van, guaranteed. £345.

1955 AUSTIN LD2 13-cwt. B.M.C. diesel van, £225.

1960 AUSTIN A50 10-cwt. pick-up truck, guaranteed. £685.

1958 AUSTIN 7-ton B.M.C. diesel long-wheelbase drop-side truck, reconditioned engine, guaranteed, £645.

1959 AUSTIN LC05 30-cwt. B.M.C. diesel normal control drop-side truck, £525.

1956 AUSTIN 5-ton forward-control integral cab, 15-cwt. boxvan, approx. 800 cu. ft., £475.

CAR MART LTD.

WELSH HARP, EDGWARE ROAD, LONDON, NW9. Hendon 6500.

BOW DEPOT.

497A OLD FORD ROAD, LONDON, E.3.

Phone: Advance 6501. 927-534.

MARSTON MOTOR CO. LTD.

SEVEN SISTERS ROAD, TOTTENHAM, LONDON, N.15. Phone: Stamford Hill 8069.

MAIN RETAIL DEALERS FOR AUSTIN COMMERCIAL VEHICLES AND SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES. OFFER FROM STOCK:

NEW LUTON VANS FOR IMMEDIATE DELIVERY.

NEW AUSTIN new-type 30-cwt. diesel 500-cu-ft. Luton van, in primer. £250.

NEW AUSTIN 5-ton 1,700-cu-ft. diesel Luton van.

NEW AUSTIN 3-ton normal-control diesel drop-side truck.

NEW AUSTIN J4 10-12-cwt. van.

1956 AUSTIN 3-ton forward-control 1,500-cu-ft. Luton van, body rebuilt and in primer, choice of two. £595.

1956 AUSTIN 7-ton long-wheelbase drop-side truck, 2-speed axle, reconditioned engine. £25,000 m/f. 927-112.

4 x 4, good selection, low mileage. M.O.S. rebuilds from £150 each; 6 x 4, very low mileage. M.O.S. rebuilds, chassis and cabs, from £175 each.

CUNDY AND STEWART, LTD., Alfreton, Derby. Phone: Leabrooks 477. 927-817.

1956 AUSTIN 5-ton boxvan, above average condition, £115. Edgbaston 2555. 927-283.

57

Used Goods Vehicles (contd.)

AUSTIN 7 pick-up truck, green.
AUSTIN A35 van, cream.
AUSTIN A35 van, green.
AUSTIN A55 1-ton van, grey, bench seat.
AUSTIN J4 van, green.
AUSTIN J4 van, blue.
AUSTIN 152 pick-up truck, primer.
1960 AUSTIN A50 1-ton van, grey, heater, unwritten, owner, tax £196.
1960 AUSTIN A52 van, one owner, 8,000 miles, only £195. Trinity Cars, Ltd., 94 North Side, Wandsworth Common, London, S.W.18. Vandky 116.

DAWNER MOTORS, LTD.,
EVELY BY-PASS, SURREY.
Phone, Twell 2382.

NEW AUSTIN 30-cwt drop-side truck, immediate delivery.
NEW AUSTIN 19-cwt. Omnim, immediate delivery.
1960 AUSTIN 15-cwt van, heater, £325.

AUSTIN K3 civil defence rescue van, ideal for conversion to travelling shop, mobile site offices, etc., exceptional value at £85 each. G. A. Rich, 514 Coldhams Lane, Chertsey, Surrey. Phone 47597. 927-468

AUSTIN, B.M.C. 1955 7-ton tipper, fitted with 6-cylinder diesel engine and 14-ft. 1-in. steel body with fixed sides. Ready for immediate work with.
AYEFAIR GARAGE, Colshill Rd., Fazeley, Tamworth, Staffs. Phone 1396-7.

BEDFORD
LAWSON PIGOTT MOTORS, LTD.,
MAIN BEDFORD DEALERS.

BEDFORDS ARE OUR BUSINESS.

BONVANS, Luton vans, pantechinons, lorries, trucks and articulated vehicles. Special bodywork, composite or aluminium alloy.

WE can usually give a favourable delivery and at the right price. For quality in workmanship, service and satisfaction you can rely on us. For recommendation we rely on you.

NEW BEDFORDS for immediate delivery.

NEW BEDFORD 4-ton normal-control 1,000-cu.-ft. Luton van, diesel.

NEW BEDFORD 7-ton short-wheelbase chassis-cab, diesel.

NEW BEDFORD 7-ton short-wheelbase tipper.

NEW BEDFORD 7-ton long-wheelbase chassis-cab.

NEW BEDFORD 12-ton tractor unit, diesel.

NEW BEDFORD 10-ton and 15-cwt. short- and long-wheelbase vans, petrol and diesel.

NEW BEDFORD 12-seater conversions, most models available.

1954 BEDFORD 7-ton truck, petrol, choice of two.

1955 BEDFORD 5-ton P6 diesel long-wheelbase truck, £195.

1958 BEDFORD 7-ton diesel truck, 2-speed axle, 19-ft. body, £695.

PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M.
SATURDAYS.

PHONE, BARNET 1066.
186 EAST BARNET ROAD,
NEW BARNET.
320 KING STREET, HAMMERSMITH,
LONDON, W.6.
PHONE, RIVERSIDE 4111.

Used Goods Vehicles (contd.)

HAMILTON MOTORS (LONDON), LTD.

THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class Quality, Testers and other BEDFORDS for your inspection.

MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—

NEW BEDFORDS for immediate delivery.

CA Vans, diesel and petrol.

4-ton chassis-cab and trucks.

7-ton, all models.

1959 BEDFORD 102-in. wheelbase Knebus, green and white, heater, £445.

1961 BEDFORD 102-in. 15-cwt. van, painted, passenger seat, tax year, £425.

1956 BEDFORD 25-cwt. Spurine van, blue, excellent condition.

1956 BEDFORD 5-ton long-wheelbase truck, P6 diesel, good mechanically, repainted, £375.

1957 BEDFORD 7-ton long-wheelbase truck, R6 diesel, overhauled and repainted, £395.

1955 BEDFORD 7-ton long-wheelbase platform, Leyland Comet engine, good body, £375.

1955 BEDFORD 7-ton long-wheelbase platform, Leyland Comet engine, good tyres, £395.

1955 BEDFORD 5-ton drop-side truck, black and grey, £295.

1955 BEDFORD 3-ton van, good tyres and body, £365.

1955 BEDFORD 5-ton short-wheelbase tipper, good rear and body, good tyres, £250.

1954 BEDFORD 7-ton forward-control tipper, Leyland Comet engine, steel body, £795.

1956 BEDFORD 7-ton tipper, R6 engine, long-wheelbase body overhauled, £495.

OUR showrooms are open until 6.30 p.m. daily and 05 p.m. Saturdays.

PLEASE note address of our additional premises:—

252 BELSIZE RD., NW.6. Mar 0712.

HAMILTON MOTORS (LONDON), LTD.,

496-498 EDGWARE ROAD,

LONDON, N.W.2.

AMBASSADOR 7311. PADDINGTON 0022-8.

927-131

PARSONS AND PARSONS (GARAGES), LTD.,
THE BEDFORD MAIN DEALERS.

FOR YOUR

NEW OR USED BEDFORD.

BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE, OFFER, SUBJECT TO REMAINING UNSOLD, THE FOLLOWING—

NEW BEDFORDS

NEW BEDFORD 10-cwt. J.O.P. pick-up.

NEW BEDFORD 15-cwt. utility Busette, green and grey.

NEW BEDFORD 15-cwt. Calthorpe caravan, blue and cream.

7-ton 167-in. wheelbase, 300 diesel, chassis-cab, 8.25 x 20 Michelin X tyres, 3-piece wheels.

NEW BEDFORD 10-ton forward-control tractor, 300 diesel, 5-speed gearbox, air brakes and Scammell coupling.

USED BEDFORDS.

NEW BEDFORD Marshall utility Busette C.A.S. £475.

1959 (Later) BEDFORD 7-ton, 300 diesel, fitted Baico extension, special 21-ft. flat platform body, headboard to cab height, £795. Choice of two.

1956 BEDFORD 7-ton platform, diesel, £425.

1956 BEDFORD 10-ton tractor unit, diesel, £525.

1955 BEDFORD 15-cwt. CA van, from £195; choice of four.

1955 BEDFORD 30-cwt. boxvan, petrol, £250.

1956 BEDFORD 30-cwt. Spurine van, £325.

PARSONS AND PARSONS (GARAGES), LTD.,

HARLOW, ESSEX.

Phone, Potters Street 121.

927-41

WELCH'S GARAGE (STAPLEFORD), LTD.

1959 BEDFORD 15-cwt. van, new tyres, will paint to customer's choice of colour, small mileage and no dents, £265.

1956 BEDFORD A-type 5-ton long-wheelbase, P6 engine, fixed-side steel tipping body, £275.

1956 BEDFORD 7-ton long-wheelbase S-type, petrol engine, standard drop-sided body, £200.

1955 BEDFORD 7-ton short-wheelbase S-type, petrol engine, steel tipping, £200.

LONDON ROAD, STAPLEFORD, CAMBS.

Phone, Shelford 3017.

927-422

1954 BEDFORD long-wheelbase 4-ton P6, £165. Hall Ver Rd., Redbourn 462, evening. 927-7515.

1952 BEDFORD long-wheelbase 5-ton boxvan, petrol engine, with roller-shutter back, very clean, 100% tyres. Durall body, £265.

1947 BEDFORD 4-ton long-wheelbase truck, Bedford diesel engine, £395. Edgware 2572. 927-115.

Used Goods Vehicles (contd.)

CARMO OF LONDON

BEDFORD TO THE BACKBONE

EARLY DELIVERY OF ALL NEW BEDFORDS

1956 December BEDFORD 3-ton TRUCK, fitted with P4 engine.

1953 BEDFORD A-type 1,000-gal. tanker.

1956 BEDFORD 5-ton petrol truck.

1956 BEDFORD 5-ton petrol tipper.

1960 BEDFORD 7-ton, 300 diesel, 2-speed axle, 18.5 ft.

1960 BEDFORD 7-ton, 350 diesel engine truck.

1957

LARGE SELECTION OF CA VANS

FROM £100

OTHER MAKES AND MODELS ALWAYS

AVAILABLE

BACKED BY UNEQUALLED SERVICE AND

SPARES FACILITIES

BEDFORD RECONDITIONED ENGINES

FROM STOCK

NEW TK MODEL AVAILABLE FOR

DEMONSTRATION

WRITE, PHONE OR VISIT

THE BEDFORD CENTRE,

LEIGHTON ROAD,

LONDON, N.W.5.

Gulliver 5555

927-354

HAZLEMERE MOTOR CO. (WALTHAM ABBEY) LTD.,
WALTHAM ABBEY, ESSEX.

Waltham Cross 27321

NEW BEDFORD 7-ton 120-in-wheelbase forward-control chassis-cab, 300 diesel engine.

NEW BEDFORD 7-ton forward-control 120-in-wheelbase chassis-cab, 300 diesel 7-cu.-yd. Telehoist tipper (choice of three).

NEW BEDFORD 18-ton forward-control 96-in-wheelbase base chassis unit, Scammell coupling, 300 diesel.

NEW BEDFORD 6-ton normal-control 120-in-wheelbase chassis, 2-speed axle, 6-cu.-yd. drop-side tipping body, 8.25 x 12-ply tyres (choice of two).

1949 SCAMMELL 3-ton mechanical horse, excellent condition with new 3-ton trailer, £325.

1957 BEDFORD 7-ton platform truck, reconditioned R6 engine, 9.00 x 20 tyres, £385. 927-44

1958 BEDFORD (petrol), 5-ton forward-control platform truck (two), from £395.

NEW BEDFORD TK TIPPERS

151-in. WHEELBASE.

AVAILABLE FOR IMMEDIATE DELIVERY

BARTON MOTORS (PRISTON), LTD., PRESTON.

Preston 4664.

927-218

JESSUPS (ROMFORD), LTD., THE BEDFORD MAIN DEALERS.

FOR YOUR

NEW OR USED BEDFORD.

1959 BEDFORD Leyland diesel 7-cu.-yd. all-steel-bodied tipper, £285.

1954 7-ton P6 diesel platform lorry, £225.

1954 8-ton BEDFORD diesel artic, fitted with Scammell coupling gear, excellent condition.

1954 3-ton BEDFORD diesel truck, green, £325.

1957 JESSUPS (ROMFORD), LTD., LONDON ROAD, ROMFORD, E13. Phone, Rom 42424. 927-463

K.J. MOTORS, LTD., MAIN VAUXHALL BEDFORD DEALERS.

1955 BEDFORD 5-cu.-yd. petrol drop-side metal tipper, one owner, choice two, £295.

1956 BEDFORD 5-cu.-yd. petrol drop-side timber tipper, one owner, £295.

1959 BEDFORD CAS and CAL vans, excellent condition, one owner, from £325.

NEW vehicles for immediate delivery.

UNUSED and unregistered Standard Atlas vans offered at £100 under list price, works mileage only, from £325.

CA Vans, long and short wheelbase.

WIDMORE ROAD, BROMLEY.

Ravensbourne 3456 (10 lines).

927-254

CAPITAL MOTOR CO., LTD., REMINGTON STREET, CITY ROAD, LONDON, N.1. Phone, Clerkenwell 7456. BEDFORD MAIN DEALERS.

NEW BEDFORD 15-cwt. 90-in. and 102-in-wheelbase diesel vans, ex-stock.

NEW BEDFORD 15-cwt. 102-in-wheelbase and 90-in-wheelbase petrol vans, immediate delivery.

NEW BEDFORD 12-ton tractor unit, 350-cu.-in. engine, early delivery.

NEW BEDFORD 3-ton normal-control 143-in-wheelbase diesel drop-side truck, immediate delivery.

NEW BEDFORD 7-ton forward-control 120-in-wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.

1957 BEDFORD CA vans, good condition, from £150.

FOR immediate delivery of the above new BEDFORDS

PLEASE phone Clerkenwell 7456.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. 927-358. B64

Used Goods Vehicles (contd.)

HUNTER VEHICLES, LTD.
CROWN WORKS,
290 SOUTH BURY ROAD,
ENFIELD.

1956 BEDFORD 23-cwt. van, petrol, one owner.
1956 BEDFORD 5-ton diesel boxvan, 850 cu. ft., one
owner.
1957 BEDFORD 6-ton diesel truck, one owner.
IMMEDIATE DELIVERY.
HIRE-PURCHASE TERMS ARRANGED.
HOWARD 4184. 927-276

E. J. BAKER AND CO. (DORKING) LTD.
BEDFORD
MAIN DEALERS.

1959 BEDFORD tippers for sale, a fleet of 10 Model J5S (current type normal control) with 300-in. bed, 6-cwt. engines, fitted with Anthony under-floor gear and 6-cwt. jd. Always welding heavy-duty steel bodies, cab guards, 3/16-plate floors, fitted and dropped sides, 4.00 x 20 tyres, equipment, average mileage 45,000, ready for work. £650.
1950 BEDFORD 1-tonne pantechnicon, 1,000 cu. ft., excellent order throughout, £175 each.
55-61 LONDON STREET.
CHELTENHAM 2391. 927-254

1960 BEDFORD 4-ton diesel normal-control drop-side truck, 14,000 miles. £500.
DAWNER MOTORS, LTD. Phone: Ewell 2382. 927-337

1955 BEDFORD 10-12-cwt. van, diesel engine fitted 1958, special body, newly painted. £315. **LAWTON GOODMAN**, 135 Cricklewood Broadway, N.W.2. Gladstone 2226.

1956 BEDFORD S-type tractor unit, Scammell hitch, good condition. £415. Arnold 771. 927-56

WOODYATT MOTORS, LTD.
THE BEDFORD MAIN DEALERS,
THE BEDFORD CENTRE,
SOUTHEND-ON-SEA.
Phone 43344.

1957 BEDFORD 8-ton tractor unit, 300-cu.-in. diesel with Scammell coupling. £425. 927-339

1953 8-ton A-type BEDFORD, petrol, £225.
E. J. BAKER AND CO. (DORKING) LTD.
Phone: Dorking 3822, ext. 19. 927-314

BEDFORD 8-ton tractor with 12-ton low-load trailer. Brown, Almonby Villa, Westlington, Carlisle. 927-8747

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 927-278

ANDERSON AND BLAKE, Southfield Garage, Epsom. Phone 271. **BEDFORD** QL 4 x 4, unregistered, choice of several from £125. 927-278

1955 BEDFORD 8-ton P6 18-ft. 6-in. platform £165. Edgware 2555. 927-284

Bedford Wanted
BEDFORDS wanted.
BEDFORDS wanted.
BEDFORDS wanted!
WE want **BEDFORDS'** Trucks, tippers, vans, Lorries, etc. G.I.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 927-734

BEDFORDS ALL TYPES WANTED
BEDFORDS WANTED FOR CASH.

C HANLERS M OTORS, LTD.
71 GREENWICH SOUTH STREET,
LONDON, S.E.10.
Greenwich 2033-4. 927-894

B.M.C. 7-ton 1960 12-ft. steel-body tipper, excellent condition, 9.00 x 20 tyres, cost £1,480 new, gift £100. **PHONE**, Birmingham, Ast 3467. 927-134

Used Goods Vehicles (contd.)

1959, October, B.M.C. tractor unit, 37,000 miles only, good tyres, 9.00 by 20, 5.1 diesel, fifth-wheel, complete with body, £1,250. **RYLAND GARAGE, LTD.**, Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 927-181

COMPARE THE PRICE.

1959 B.M.C. 7-ton Morris diesel truck, 16-ft. handbuilt panelled drop-sided body, clean, £585.
WHIPPLES.
PHONE, GRANTHAM 267.
AFTER HOURS 1699 OR 1455. 927-340

1959 B.M.C. 7-ton 20-ft. drop-side truck, high sides, glass-fibre cab, many extras, £895. **REGENT** 927-301

COMMER

1956 COMMER Boys 6-wheeler, diesel, 21-ft. alloy platform, 2-speed safe, first-class condition. **Prails** (Hereford), Ltd. Phone: Hereford 4231-6. 927-48

1953 COMMER OK light alloy platform body, excellent condition, £170. **L. W. Vass, Ltd.**, Amphill, Bedford. Amphill 3255. 927-906

1960 COMMER diesel 20-ft. tipper, excellent condition, very good tyres, very low mileage, cost £3,250, accept £1,800. **Edware 2572**. 927-116

COMMER 7-ton long-wheelbase 1959 TS3 alloy U-shaped tipper, small mileage, £600. **MEADLOW SPARES**, Bordeley Green Rd., Birmingham 9. Vic 4933. 927-78

1957 COMMER TS3 7-ton tipper, 9.00 x 20 tyres, helper springs, with body, £425. **H. KENDRICK, LTD.**, Carters Green, West Bromwich 0778. 927-146

1959 Long-wheelbase drop-side TS3, flashers, heater, 1959, medium wheelbase drop-side tipper with coal extensions, 5-speed, all brakes. 1953 Ford 4D, pantechnicon, reconditioned 4D, sale or exchange late 12-ton artic. Phone, Bedford 6755. 928-87407

1960 (late) COMMER Unipower 6-wheeler with other extras, £1,000. **EDGWARE 2572**. 927-48

1960 (late) COMMER TS3 10-12 tipper, in first-class order, very low mileage, one owner, air brakes, heater, etc. £925.

1958 COMMER TS3 6-wheeler, 22-ft. drop-sided body, air brakes, heater, etc., in excellent running order, £550.

1958 COMMER TS3 4-wheeler, 18-ft. alloy platform body, air brakes, heater, etc., in excellent running order, £550.

A LSO a number of other good COMMERS in stock

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 927-229

N U-100 forward control, super capacity van, diesel, clear condition, no writing, first registered 1959, £425.

BREW BROS., LTD., 133 Old Brompton Rd., S.W.7. Fremantle 3323. 927-298

1959 COMMER TS3 Unipower 6-wheel tipper, double-ram gear, 17-ft. body with drop sides, 5-speed box and air brakes, 9.00 x 20 tyres all round, a first-class machine. £875.

1960 Model TS3 short-wheelbase tipper, 5-speed box and air brakes, underfloor gear and wood body, £1,250.

RUSHTON GARAGE, 110 Leeds Old Rd., Bradford, Yorks. Phone 65527 (day); after hours, Shipton 56925. 927-257

1958 COMMER TS3 6-wheel twin-ram tipper, air brakes, 18,500 2-speed electric axle, this vehicle is being dismantled for spares, all parts available. **LANGLEY MILL COMMERCIAL VEHICLES, LTD.**, Langley Mill 2623. 927-437

1960 TS1 double-drop-side truck, air brakes, heater, flashers, in the best miles immaculate condition. £1,145. **MUNNEDSON LTD.**, High Rd., Buntingford, Herts. Buntingford 4567. 927-453

COMMER 1955 TS1 articulated unit, complete with 22-ft. platform semi-trailer, fifth-wheel coupling, good general condition.

COMMER 1956 TS1 7-ton tipper, fitted with wooden body, 12 ft. 6 in. long, 2-ft. 6-in. drop sides and top-hinged tailboard, general and mechanical condition very good, useful for sand and gravel.

COMMER 1956 TS3 7-ton platform trucks, fitted with 6-ft. wooden bodies, good general condition, choice of two.

MAYFAIR GARAGE, Coteshill Rd., Fazley, Tamworth. Phone: Tam 1396-7. 927-496

Commer Wanted

COMMER, 30-cwt. vans, low mileage, petrol. Phone: Swadlincote 7515. 928-87037

DENNIS

1952 (late) DENNIS Jubilant 6-wheel platform lorry, double drive, ready for work. £550. n.o. Oswald Tillotson, Ltd., Summit Works, Burnley. Phone: 2201-4. 927-220

DODGE

1957 DODGE 103 AP6 6-ton diesel tipper, 9.00 x 20 tyres, heavy duty, 2-speed axle, helper springs, etc. £495. **G. H. KENDRICK, LTD.**, Carters Green, West Bromwich 0778. 927-147

DODGE 1955 7-ton model 146AR6 18-ft. 6-in. drop-side lorry, modified engine, 2-speed axle, £295. **OWBERRY'S GARAGE**, Oxtib Rd., Handsworth, Birmingham Northern 3339. 927-176

Sept. 22, 1961—THE COMMERCIAL MOTOR 65
(Supplement)

Used Goods Vehicles (contd.)

MAIN DODGE DISTRIBUTORS

FERRARI'S OF CRICKLEWOOD, LTD.
200-220 CRICKLEWOOD BROADWAY
N.W.2.
Gladstone 2214-5-6-7.

A LL models from stock or early delivery.

C OMPLETE spares service for all types.

P ERKINS diesel, every facility.

927-171

CON'S MOTORS (HILL TOP), LTD.

1960, November, DODGE 6-wheel long-wheelbase drop-side tipper, Boys conversion, 18,800 Eaton Axle, Leyland 375 engine, powered steering, taxed four months only.

1960, November, DODGE 6-wheel long-wheelbase drop-side tipper, Primrose twin-steer conversion, 18,800 Eaton axle, Leyland 375 engine, powered steering, taxed four months only.

TERMS AND EXCHANGES ARRANGED.

C ONS' MOTORS HILL TOP, LTD.
127 HILL TOP,
WEST BROMWICH.
Phone: Wednesday 0470 and 1047. 927-319

DODGE DISTRIBUTORS

for
GLOUCESTER, HEREFORDSHIRE,
WILTSHIRE.

H. R. WILSON-SCOTT, LTD.
MONK MEADOW, GLOUCESTER.
Phone: Gloucester 2444-8.

ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PART-EXCHANGES WELCOMED.

927-506

E.R.F.

1949, 5.L.W. 18-ft. platform, £250. **1943**, 5.L.W. 18-ft. platform, £100. **F. SNELLING**, Copthorne Bank near Crawley. 927-8734

1960 E.R.F. 8-wheelers, air brakes, alloy bodies, flat wood decks, immaculate 1957 TS3 artic., 25-ft. trailer, air brakes, new cab, chassis recent, engine exceptional. **EVANS GARAGES**, 12 Cardiff Rd., Newport, Mon. 62063. 927-500

FODEN

TWO 1948 FODEN 18-ft. flat bodies, good tyres, 4.LW C-licence operator, flat-front cabs, smart condition. **EDGWARE 2572**. 927-112

1956 FODEN 2-stroke 8-wheel tipper, in very good working order. £1,600. **HAMBLINS GARAGE**, Rectory Rd., Rushden, Northants. Phone: Rushden 3211-3. 927-121

FODEN 8-wheel bulk tipper, double drive, Foden 2-stroke engine. Syndromatic greasing, designed and built for cartage of coke, etc., in tip-top condition.

FURTHER details from **GRANTHAM COMMERCIALS**, 97 Barrowby Rd., Grantham. Phone 133. 927-431

FORD THAMES AND FORDSON

1958, December, THAMES Trader 7-ton long-wheelbase, base drop-side truck, 9.00 x 20 tyres, all extras. £650. **FURROWS, LTD.**, Coton Hill, Shrewsbury 3631. 927-6393

1958 FORD 15-cwt. travelling stores van, in excellent order, fully equipped with compartments for motor spares, in constant use by main FORD dealers.

EASTBOURNE MOTORS, LTD., Main FORD Dealers, 16-5 Sosans Rd., Eastbourne, Sussex. Phone: Eastbourne 4472. 927-45

1956 FORDSON 4D, 2-ton special cab-tilt body, translucent roof, new paintwork. £550. **LAWTON GOODMAN**, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 927-57

1959 THAMES Trader 7-ton Anthony hoist tipper gear, guaranteed, £725. **ARNOLD** 7771. 927-109

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £456. **EDGWARE 2572**. 927-114

1959 THAMES Trader, Scammell tractor unit, fitted with new latest-type 75 engine, new 7.50 x 20 tyres, new batteries, fitted with sun visor and windscreen washers, painted in primer, a really first-class vehicle ready for immediate work. £600. **K. AND J. WHEELER**, Victoria Rd., Beverley, East Yorks. Phone: Beverley 82678.

TWO FORD THAMES 3-ton 138-in.-wheelbase with Luton bodies, vehicles like new, three months' old. £2,200 for the pair. **ROMFORD** 42495. 927-64

1959 FORD THAMES Trader drop-side truck.

1958 2-ton drop-side THAMES Trader at £365.

A CORN MOTORS, LTD., 24 Cross Rd., Hanworth, Middx. Phone: Feltham 5988. 927-199

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Used Goods Vehicles (contd.)

1957 FORD 4D normal-control 4.5-ton long-wheelbase tipper, 8-cu.-yd. wooden body, £180. Below.

1959 FORD Trader 7-ton short-wheelbase tipper, 7-cu.-yd. steel drop-side body, £695. Barne, 1066, 9 a.m. to 6 p.m.

GATES OF WOODFORD,
MAIN FORD DEALERS.

CHIGWELL ROAD,
WOODFORD GREEN,
Wansdale 6633.

1960 Trader, 6-wheel, double-drive platform, power steering, air brakes, etc., etc., £1,875. **1960** Trader, 7-cu.-yd. tipper, Edbro front frame, excellent condition, £695. **GOOD** selection of Thames Trader 5- and 7-ton trucks and platforms, from £400.

1958 Trader, 2-ton 750-cu.-ft. Luton van.

30 CWT Trader hand tipper, 8,000 miles, like new.

1956 4D 4-ton long-wheelbase truck.

MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 6. Vic 6040; evenings, Northern 8744.

TWO FORD 4D tippers, exchange Thames 7-ton tipper, Morley, West View Garage, Morley, Seham, Co. Durham.

AVAILABLE.

1959 Traders, 7-ton short-wheelbase end tippers, steel bodies, in good condition, can be seen by appointment, only two left, £575.

HOVERINGHAM GRAVELS, LTD., LOWDHAM 3171. 927-175

1960 Trader County 6-wheeler twin-ram tipper, modified brakes, 11 new 9.00 x 20 14-ply tyres fitted, wood body, approximate 20 cu. yd. excellent machine, bargain price. Below.

1960 (August) short-wheelbase 7-ton U-shaped body tipper, 9,000 x 20 tyres, 3-piece wheels, heater, hydraulic brakes, clean machine, low mileage, quick sale, £675.

1958 Trader 5-ton long-wheelbase drop-side tipper, D. EASTWOOD (COMMERCIALS), 27 Aston Rd., D. North, Birmingham. Phone, Ast 3467. 927-133

HUNTER VEHICLES, LTD., CROWN WORKS, 290 SOUTHBURY ROAD, ENFIELD.

1956 Thames 3.4-ton chassis-cab, diesel, one owner.

1956 Thames 3.4-ton boxvan, diesel, one owner.

IMMEDIATE DELIVERY.

HIRE PURCHASE TERMS ARRANGED.

HOWARD 4184. 927-277

1957 Thames 4D diesel, Baico extended chassis, 18-ft. double drop-sided truck, £295. **OAKTHORPE MOTOR CO.**, North Circular Rd., N.13. Fox Lane 0161.

1959 FORD 7-cwt. van, grey, one owner, 9,000 miles, only £295. **Trinity Cars, Ltd.**, 94 North Side, Wandsworth Common, London, S.W.18. Vandye 1166. 927-286

1960 FORD 7-ton diesel long-wheelbase drop-side truck, £675.

1960 FORD 5-ton diesel long-wheelbase drop-side truck, £685.

1958 FORD Trader diesel 4-ton platform truck, £325.

DAWNIER MOTORS, LTD., Twelft By-pass, Surrey.

Phone, Ewell 2582. 927-336

1959 FORD Trader 1,000-cu.-ft. Luton van, excellent condition, one owner, £595.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.J. Clerkenwell 7455-9.

927-359

GORDON KING MOTORS, LTD., FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis fitted with 1.250-cu.-ft. low-loading Luton body, new and unregistered, ex-works, for early delivery, £1,220.

TRADER 4D diesel 4-ton low-frame chassis fitted with 1.250-cu.-ft. body, as above, early delivery from stock, £1,245.

1955 THAMES 4 diesel pantechnicon, recently

reconditioned engine, £175.

ALSO a selection of Thames 5- and 7-cwt. vans always

available.

MITCHAM LANE, S.W.16. Streatham 3133-4. 927-131

FORD 4D diesel long-wheelbase chassis and cab, £85. E. J. Baylis, Timberham Works, Lowfield Heath, Crawley, Sussex. Horley 4536. 927-412

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Used Goods Vehicles (contd.)

1960 THAMES Trader 6D diesel 7-ton long-wheelbase double drop-side tipper, all steel, 12-ft. double drop-side body, 9.00 x 20 tyres, one owner from new, £750. **RUSHTON GARAGE**, 110 Leeds Old Rd., Bradford, Yorks. Phone 65527 (day); after hours, Shipton 66925.

1960 Thames Trader 7-ton, 108-in.-wheelbase chassis-cab, fitted with 9.00 x 20 tyres, 33,000 miles only, £525.

1960 Thames Trader 7-ton, 108-in.-wheelbase chassis-cab, fitted with Anthony hoist drop-side body and tipping gear, £695. Mears Motors, Ltd., 284 Upper Richmond Rd., West, East Sheen, S.W.14. Prospect 2235.

GILBERT RICE, LTD., Main FORD Dealer, 2-14 Worthing Rd., Horsham. Phone 4331. 927-426

THAMES P6, 20-ft. Baico extension, new body, clean and sound, £125. A.B. Motors, Maida Vale 4786. 927-504

FORD Thames Trader 1957 5-ton short-wheelbase tipper, fitted with the 6D diesel engine and 8-cu.-yd. steel body, 9.00 x 20 tyres, good general condition.

FORD Thames Trader 1958 5-ton long-wheelbase tipper, fitted with the 6D diesel engine and 12-ft. 6-in. long wooden body with 2-ft. double height drop sides, good general condition and ready for immediate work.

MAYFAIR GARAGE, Coleshill Rd., Fazeley, Tamworth. Phone, Tam 396-7.

THREE 1960 FORD Trader tippers, new engines, 10-cu.-yd. bodies, excellent condition, best offer.

NEWPORT MOTOR SERVICE, East Usk Rd., Newport, Mon. Phone 59441. 927-494

Ford Thames and Fordson Wanted

SECOND-HAND FORD diesel 2.3-ton, long-wheelbase. Apply Sherry Glue, 34 Ceylon St., S.W.8. Mac 104. 927-129

WANTED, FORD 4D vans and Perkins, all capacities from 1956 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2013. 927-303

GUY

1954 GUY Otter, P6 reconditioned engine, alloy platform. F. Snelling, Copthorne 927-87347

1961 GUY Invincible 8-wheel long-wheelbase tipper, Edbro front end tipping gear, triple drop-sided body, Gardner 6LX engine, 6-speed box, double drive, air brakes, many extras, almost as new vehicle, negligible mileage, body 5000 x 2000 x 1800. **WUSH GREEN MOTORS**, Langley, Herts Stevenage 174.

1956 GUY 6-wheeler, 6LW Gardner engine, 5-speed gearbox, single drive, 24-ft. 6-in. flat platform body, 9.00 x 20 tyres, a sound strong job in very good running order, £850.

VINCENT GREENHOUSES (RETFORD), LTD., Lyde Motor Works, Retford 2347. 927-364

1958 GUY Otter diesel Luton van, 1,500 c.c. side and rear loader, Eaton 2-speed, £685.

AND L. VEHICLES SUPPLY CO., Gravel Lane, Salford. Phone, Manchester, Blackfriars 1511. 927-442

JENSEN

1955 (Late) JENSEN, P6, 23-ft. drop-side alloy body, well tyred, one owner, good mechanical condition. £175. Phone, Gipsy Hill 3646. 927-388

KARRIER

KARRIER Bantam truck for sale, 1954, 25 x 6 tyres. In good condition. Box CM274, care of T. J. Commercial Motor. 927-873-9

LAND ROVER

1959, October, 88-in. diesel, hard top, £525. Reigate 2263. 927-393

GOOD supply of used LAND ROVERS always in stock.

COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 927-502

Land Rover Wanted

DISEL LANTER ROVERS wanted, 1957-58, in good running condition. Faulkners (Transport), Ltd., Walsall, Farnham, Hants. Phone, Farnham 4234. 927-6380

LONG-WHEELBASE LAND ROVER, hard top, 1957 onwards. Garwood, 45 Stamford Hill, N.16. Sta 1191. 927-92

LEYLAND

1958 LEYLAND Octopus, with or without cage container, excellent condition throughout. Phone, Carmarthen 7518. 927-6987

1956 LEYLAND Comet long-wheelbase drop-side 18-ft. body, ex C licence user, £650. Furrows, Ltd., Coronation Hill, Shrewsbury. Phone, Shrewsbury 3631. 927-6392

1956 Comet long-wheelbase platform, 2-speed axle £450. 927-6392

1955 Comet long-wheelbase, f/w control, 2-speed axle £525. 927-6392

1947 Octopus long-wheelbase platform, choice of three, from £275. JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 927-29

LEYLAND Comet tractor unit, very good tyres, clean, small vehicle, August, 1949, £225. Edgeware 2555. 927-1113

1953 LEYLAND Octopus, 600 engine, double drive, 24-ft. drop-sided body, £125. Edgeware 2555. 927-82

JOHN PEPPER (HANLEY), LTD., Piccadilly, Hanley, Stoke-on-Trent. Phone, 22251. 927-82

Used Goods Vehicles (contd.)

SEVERAL LEYLAND 12B1 Beavers for sale, 600 engines, all in first-class condition, being replaced by new machines, well worth seeing. **FRED DAVIES (ST. HELENS), LTD.**, Phone, 927-194. St. Helens 6323.

1960 LEYLAND Super Comet long-wheelbase platform lorry with 24-ft. body, 6-speed box, air brakes, very low mileage, in excellent order, £1,450.

1958 LEYLAND Comet, articulated unit, 6-speed box, also similar Leyland Comet unit with S.A.E. coupling. 927-194

1956 LEYLAND Octopus 8-wheel platform lorry, double drive, air brakes, £1,100.

1956 LEYLAND Hippo 6-wheel drop-sided lorry, double drive, air brakes, £850.

1950 LEYLAND Octopus 8-wheel boxvan, double drive, in very good order, £650. Also other good Leylands.

RUSH GREEN MOTORS, Langley, Hitchin, Herts Stevenage 174.

1959 LEYLAND Super Comet tractor units, air choice of three. **OSWALD TILLOTSON, LTD.**, Summit Works, Burnley, Phone, 22014. 927-219

1959, October, LEYLAND Comet tipping lorry, current model 8-yd. Homalloy body, hub reduction 6-speed box, very good tyres, whole vehicle in first-class condition, unladen weight 4 tons 2 cwt., £1,175. Fred Ray, Ltd., Grovebury Rd., Leighton Buzzard, Phone, 2192.

1955 LEYLAND Comet forward-control platform truck, good condition, £475.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.I. (Near Angel) Clerkenwell 7456. 927-353

LEYLAND Comet 1957 long-wheelbase tipper, fitted with 14-ft. 6-in. long wooden body with 4-ft. fixed sides, useful vehicle in good condition, Gardner 6LW engine, Tamworth. Phone, Tam 1996-7. 927-498

SCAMMELL

PARADISE MOTORS, Geldart Rd., Birstall, Yorkshire. Phone, Morley 1029. 20-ton SCAMMELLS and 25-ton low-loader trailers, new cab and latest-type bonnets and wings. 922-830

1949 SCAMMELL rigid 8-wheeler, alloy flat 6-speed box, 6LW engine, £1,500. or nearest. S. Lyons, 19 Currie St., Liverpool 3. 927-8747

1959 (late) SCAMMELL tractor unit, 6LX engine, 6-speed box, 25-ft. drop-sided body, in well low-loader trailer, in first-class order, bargain.

SCAMMELL rigid 8-wheeler, Gardner 6LW engine, 25-ft. platform body, in excellent running order, £350.

ALSO other good SCAMMELLS and trailers in stock

RUSH GREEN MOTORS, Langley, Hitchin, Herts Stevenage 174. 927-22

SEDDON

1959 SEDDON diesel artic, fibre glass cab, York coupling, reconditioned throughout, 27-ft. trailer with new chassis, £1,350.

BLAKEMAN AND CO., LTD., 25 Queen Victoria Rd., Coventry. Phone, 28410. 927-294

1958 SEDDON 8-ton treble-drop-side, Gardner 4LX, 5-speed, £550.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 927-338

1954, October, SEDDON 7-ton platform, owner-driven from new, in very good condition. Offers to Ducker, Lowburnham, Epworth, Doncaster. 927-8751

SENTINEL

1954 SENTINEL 12-ton diesel, 6-wheel chassis-cab, 18-in. wheelbase, 5-speed David Brown gearbox, 9.00 x 20 tyres, licensed December, 1961, in good clean servicable condition, £195 o.n.o.

W. J. REYNOLDS (MOTORS), LTD., New Rd., W. Dagenham, Dagenham 6655. 927-6

THORNYCROFT

MARSTON MOTOR CO., LTD.

SEVEN SISTERS ROAD,

TOTTENHAM, LONDON, N.15.

Phone, Stamford Hill 8000.

SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES. WE CAN OFFER ADVANTAGEOUS DELIVERY OF ALL

THORNYCROFT MODELS. 927-120

TROJAN

1955 TROJAN, diesel, large-capacity boxvan body, £135. Edgeware 2555. 927-285

UNCLASSIFIED

E. J. BAKER AND CO. (DORKING), LTD., BIRCHIT ROAD, ALDERSHOT.

Phone, Aldershot 24242-5.

AFTER 6 P.M., 20803.

NEW BEDFORD 7-ton TK tipper, 300 diesel engine, 2-speed rear axle, 6-cwt., drop-side steel body.

1955 MORRIS COMMERCIAL forward-control 1-ton standard van, £125.

1955 7-ton BEDFORD, R6 diesel, long-wheelbase drop-side truck, well tyred, £185.

1954 BEDFORD 5-ton long-wheelbase hydraulic tipper, petrol engine, 5-cu.-yd., £290.

1955 GOOD selection of BEDFORD CA 10- and 14-cwt. vans from £100.

927-476

Used Goods Vehicles (contd.)

S. HUGHES (COMMERCIAL) LTD.
LODGE GARAGE,
WHITEHALL ROAD,
GOMERSAL, NEAR LEEDS
Phone, Bradford 681144-9.

OFFER FOR IMMEDIATE DELIVERY—

NEW A.E.C. 9.6 double-drive 8-wheeler, double ram rear, alloy fixed-side body.
NEW A.E.C. 9.6 double-drive chassis and cab, 10.00 x 20 tyres.
NEW A.E.C. Mustang twin steer.
NEW A.E.C. Mercury, 17-ft. 3-in. wheelbase.
NEW A.E.C. 11-ft. 6-in. wheelbase chassis and cab of complete tipper.
NEW ALBION Reiver single-drive to take 22-ft. body.
NEW ALBION Reiver double-drive 25.5 ft tipping chassis.
NEW ALBION Chieftains long-wheelbase chassis and cab.
NEW ALBION Chieftain medium-wheelbase tippers, fitted double ram rear and 16-ft. alloy coal transporter bodies.
NEW E.R.F. 8-wheel double-drive, LX.
NEW BEDFORD TK long-wheelbase 7-tonner.
NEW FORD Trader, 160-in. wheelbase.
NEW FORD Trader 7½-ton, Edbro tipping gear, 9.00 x 20 tyres.
NEW LEYLAND Comet, long-wheelbase, hub reduction, E.R.F. 440 chassis and cab, 15-ft. 3-in. wheelbase.

NEW TRACTORS

LEYLAND Comet tractor, fifth-wheel coupling.
NEW BEDFORD TK tractor, fifth-wheel coupling.
NEW E.R.F. tractor, LX.
NEW FORD Trader tractor, fifth-wheel coupling.
NEW LEYLAND Comet tractor, Scammell coupling.

USED TIPPERS

1960 FORD Trader 6-wheelers, fitted with Boys extension, 9.00 x 20 tyres, double ram gears, 25-ft. bodies, immaculate, choice of three.
NOVEMBER, 1960, DODGE 6-wheelbase double ram tipper, Leyland Comet engine, 9.00 x 20 tyres, double-drop-side body, 15 ft. 6-in. long, as new.
LATE 1960 B.M.C. 9.00 x 20 tyres, double ram gears, 15-ft. alloy bodies, power steering, 2-speed axles, choice of two.
NOVEMBER, 1960, FORD Trader, fitted with fixed-sided alloy body, coal transporter, immaculate.
1958 A.E.C. Mark II, 12-ft. 6-in. alloy fixed-sided bodies, 2-speed axles, choice of two.
NOVEMBER, 1960, COMMER TS 2-speed axles, 9.00 x 20 tyres, 15-ft. 6-in. alloy bodies, double ram gears, immaculate, choice of two.
BEDFORD long-wheelbase, petrol, drop-sided, body, immaculate condition.
BEDFORD 7-ton, P6, short wheelbase, choice of two, £225 each.
1955 THORNYCROFT long-wheelbase tipper, alloy body, £300.
1958 ATKINSON tipper, double ram gear, 4L.W. 5-speed box, 15-ft. 6-in. alloy body, immaculate.

USED 6-WHEELERS

1957 ALBION 6-wheelers, Leyland engine, double-drive, choice of two.

USED 8-WHEELERS

1957 A.E.C. 9.6 double-drive, 24-ft. flat, immaculate condition.
LEYLANDS, 600 engines, double drive, 24-ft. flats, immaculate condition, choice of three.
1952 ALBION HD 6LW, choice of two.
1950 LEYLANDS, 600 engine, double drive, 24-ft. flats, immaculate condition, choice of three.
51 SCAMMELL 6LW 24-ft. flats, cheap to clear, choice of three.

USED TRACTORS

1961 A.E.C. Mandator tractor, 11.3 engine, fifth-wheel coupling, 4,000 miles only.
1960 FORD Trader, fifth-wheel coupling.
1958 6LW, fitted with York 27-ft. 6-in. drop-sided double-hulled trailer.
BEDFORD-SCAMMELL, fitted Leyland Comet engine, 2-speed, with 4L.W., 2-speed axles, Scammell coupling, choice of 12.
LEYLAND Comet 90, fitted with fifth-wheel coupling.
LEYLAND Comet 90, fitted Scammell coupling, 15-ft. 6-in.
LEYLAND Beaver tractor, fifth-wheel coupling.

USED TRAILERS

SCAMMELL 12-ton trailers, 9.00 x 20 tyres, 25-ft. long, choice of 12, £350 each.
12-ton trailers, fifth-wheel coupling, 24-ft. long, choice of three.
CHOICE of a number of four-wheel trailers, 3-ton to 8-ton.

USED 4-WHEELERS

LATE 1960 FORD Trader, Bario extension, 9.00 x 20 tyres, power steering, 21 ft. 6-in. long, choice of two.
LATE 1959 COMMER TS3, 18-ft. flats, alloy frame bodies, immaculate condition, choice of two.
1958 A.E.C. Mercury Mark II, 20-ft. flat, £1,200.
1957 COMMER TS3 drop-sided lorry, immaculate condition, choice of two.
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(Continued in next column)

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1954 E.R.F. twin steer, fitted 5LW.

1954 E.R.F. 4-wheeler, 5LW.

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BEDFORD 5-ton A-type 12-ft. by 2-ft. steel drop-sided tipper, P6.

COMMER TS3 P6 9-ft. by 3-ft. timber drop-sided tipper.

DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-sided tipper.

FORD 5-ton HD 6D, 6-cu.-yd. steel drop-sided tipper.

LEYLAND Comet, forward control, short wheelbase, fitted with Boys third axle, 15-ft. by 4-ft. steel fixed-sided tipper.

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LEYLAND Comet medium-wheelbase 14-ft. by 3-ft. timber drop-sided tipper.

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BEDFORD 7-ton S-type with alloy tipping body.

FORD Trader 7-ton with 14-ft. by 2-ft. timber tipping body.

PLATFORM

AUSTIN Reiver, 22-ft. timber platform.

AUSTIN Reiver, 22-ft. timber platform.

ALBION Chieftain, 18-ft. timber drop-side.

BEDFORD 7-ton, 300 diesel, 16-ft. 6-in. timber drop-side.

BEDFORD 7-ton, R6, 16-ft. timber flat.

BEDFORD 5-ton, P6, 16-ft. timber flat.

A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop-side.

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LEYLAND Comet Model ECOS2-4R, forward control, 20-ft. timber drop-side.

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COMMER TS3, 19-ft. timber drop-side.

COMMER TS3, 16-ft. 6-in. timber drop-side.

COMMER TS3, 16-ft. 6-in. timber drop-side, air brakes.

DODGE 6-ton, P6, 17-ft. timber flat.

DODGE 6-ton, P6, 17-ft. timber drop-side.

FORD Thames, 4D, 16-ft. 6-in. timber drop-side.

BEDFORD 7-ton Comet engine, 16-ft. timber drop-side.

LEYLAND Comet, Model ECOS2-4R, 20-ft. timber drop-side.

ALBION Chieftain, 16-ft. alloy platform.

B.M.C. 7-ton, 18-ft. timber drop-side.

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1956. COMMER 5-ton normal-control petrol 14-ft. double-drop-side truck.

1957. AUSTIN 5-ton diesel, 16-ft. platform.

1955. E.R.F. 8-ton 16-ft. double-drop-side truck.

TIPPERS.

1958. BEDFORD diesel 6-ton 5-cu.yd. normal-control tipping unit.

1954. BEDFORD 5-ton, 6cu.yd. wooden drop-side body.

1957. BEDFORD 7-ton, 16-ft. wooden drop-side body.

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1953. BEDFORD diesel 5-ton normal-control with 840-cu.ft. box body.

1954. BEDFORD 2-ton boxvan.

1953. AUSTIN 3-ton 600-cu.ft. Luton.

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1957. A.E.C. Mercury Mk. I tractor unit.

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THAMES Trader, 6-ton steel body, 9.00 x 20 tyres, latest-type braking, this vehicle is absolutely as new, registered but not driven, £1,375.

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A.E.C. Mammoth Major 8-wheeler, December, 1955, 9-in. wheelbase, 10.00 x 20 14-ply tyres, 2-speed, 5-speed, in exceptionally good condition throughout, £2,150.

LEYLAND Comet EC02-4B, 1957 normal-control long-wheelbase tipper, Pilot twin-ram gear and wood drop-side body, in good condition throughout, £1,100.

A.E.C. gear, wood fixed-side body, in exceptionally good condition throughout, ready for immediate hard work, £1,600.

BEDFORD 1954, R6 5-type standard-steel U-shaped body tipper, £195.

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LEYLAND 1955 10-ton tractor unit, fitted with S.A.E. fifth-wheel coupling, vacuum brakes, good condition throughout, £650. We can offer this tractor unit complete with either single- and double-axle platform trailer or new 30-ton low-loader, S.A.E. or Tasker coupling prices on application.

DODGE 1954 R6 tractor unit, 2-speed axle, £200.

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1960, FORD Trader 6-wheel tipper, Boys third axle, £1,550.

1960, FORD Trader 7-ton flat, small mileage, choice of underfloor and end-tipping gears, £725.

1960, November, BEDFORD 6-wheel County extended flat, £950.

1960, June, FORD Trader 6-wheel tipper, double drive, third axle, 20-cu.-yd. body, £1,600.

1960, November, BEDFORD 6-wheel County extended flat, £950.

1960, June, FORD Trader 6-wheel tipper, steel body, 9.00 x 20 tyres, £975.

1960, June, FORD Trader 6-wheel tipper, double drive, third axle, 20-cu.-yd. body, £1,600.

1960, November, BEDFORD 6-wheel County extended flat, £950.

1960, June, FORD Trader 6-wheel tipper, steel body, 9.00 x 20 tyres, £975.

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1960, June, FORD Trader

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GARLICK, BURRELL AND EDWARDS, LTD.
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BEDFORD. **BEDFORD.**
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AT PRICES WE CONSIDER EXTREMELY ATTRAC-
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1960 BEDFORD 8-ton diesel Scammell tractor unit.
1957 BEDFORD 8-ton Scammell 300-cu.-in. diesel
tractor unit, excellent tyres, £250; choice of
three.
1955 ATKINSON, 4-LW Gardner engine, Scammell
attachment.
1956 Model E.R.F. Scammell tractor, 2-speed axle,
4-LW, excellent, £475.

TIPPERS.

1959 BEDFORD 5-ton J-type single-ram tipper,
12-ft. 6-in. long-wheelbase, tipping body, quality tested, £595.
1958 BEDFORD 5-ton long-wheelbase tipper, 12-ft.
6-in. panelled-sided body, single-ram gear, in
immaculate condition, £495.

6-WHEELERS.

1957 BEDFORD Comet engine long-wheelbase Boys
6-wheeler, 9.00 x 20 12-ply tyres, in excellent
condition, £725.
1957 BEDFORD Boys 6-wheeler, 300-cu.-in. diesel
engine, 22-ft. 6-in. body, £650.

TRUCKS.

1959 BEDFORD 5-ton long-wheelbase platform truck,
£575.
1958 BEDFORD 5-ton diesel 14-ft. drop-side truck,
£485.
1953 BEDFORD A-type platform trucks, £150 each.
1958 Thames Trader 6D, excellent condition, £395.
1958 BEDFORD 300-cu.-in. diesel chassis-cabs,
immaculate, choice of three, £550 each.
1949 GUY petrol furniture pantechnicon, £95.
1955 BEDFORD 5-ton petrol long-wheelbase A-type
drop-side truck, £75.
1959 BEDFORD 300-cu.-in. diesel 7-ton long-wheel-
base platform truck, in exceptionally clean con-
dition, £525.

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AT YOUR PREMISES. DISTANCE NO OBJECT.
AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

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COX'S MOTORS (HILL TOP), LTD.
1958 B.M.C. 7-ton long-wheelbase truck, 2-speed
axle, power steering, £650.
1959 MORRIS 4-wheel-drive scow-end tipper, diesel
engine, £750.
1951 LEYLAND Octopus 8-wheeler, 600 engine,
double drive, £400.
1952 E.R.F. 8-ton long-wheelbase truck, 4-LW
Gardner engine, £400.
1959 BEDFORD 15-cwt. van, long wheelbase, £275.
1956 COMMER TS3 long-wheelbase truck, £300.
1956 AUSTIN 3-ton forward-control long-wheelbase,
new engine recently fitted, £250.
1956 BEDFORD 5-ton long-wheelbase tipper, petrol,
new body, £225.
1960 AUSTIN B.M.C. 7-ton short-wheelbase tipper,
22,000 miles, £725.

TERMS AND EXCHANGES ARRANGED.

COX'S MOTORS (HILL TOP), LTD.
127 HILL TOP, WEST BROMWICH.
Phone: Wednesbury 0470 and 1047. 927-518.

A. E. C. CONNORTON, LTD.
AUTHORIZED FORD AGENTS.
NEW FORD Trader 6D, Bantam extension chassis, fitted
with 1,500-cu.-in. Luton body.
1957 FODEN 6-wheeler, 22-ft. drop-sided body, air
brakes, 10.00 x 20 tyres, 12-speed gearbox, one
owner, £1,000.
1959 FODEN 6-wheeler, 6-LW, double drive, plat-
form body, 9.00 x 20 tyres, £500.
1956 THORNYCROFT 8-ton, 20-ft. truck body, 8.25
x 20 tyres, one owner, C licence, £275.
1958 FORD 8-ton, double drop-sided, long
wheelbase, £400.
1954 FODEN FG 8-wheeler, double drive, one
owner, choice of three, £550 each.
FODEN FG 7-ton, 4-LW, £250.
1951 LEYLAND Comets, diesel, choice of five, £175
each.
1959 ATKINSON, 6-LW, fifth-wheel tractor unit,
fibreglass cab, 26-ft. trailer, £1,600.

HIRE-PURCHASE arranged.

CONNORTON, 328 Buxton Rd., S.W.9. Brixton 7962.
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A.E.C. AUTHORIZED DEALERS.

MORRIS-COMMERCIAL AND YORK TRAILER
DISTRIBUTORS.
DEPOTS AT
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293 LIVERPOOL STREET, SALFORD, 5.
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Phone 66336.

BRYMBRO GARAGE.
NEWCASTLE-UNDER-LYNE.
Phone: Newcastle-under-Lyne 51311.

1957 Thames Trader, 6D engine, 17-ft. 6-in. plat-
form body.

1959 LEYLAND Super Comet tractor unit, fifth-
wheel coupling, air brakes, immaculate condition,
choice of two.

CARLIMORE 4-wheel trailer, 16-ft. wood platform
body.

1958 SEDDON, 4-LW engine, 2-speed axle, 18-ft.
body.

1959 FODEN 6-wheeler, 2-stroke engine, air brakes,
6-in. wood platform body, immaculate.

1959 GUY 24-ft. platform body, 7.75 engine, 2-speed axle,
COMMER TS3, 2-stroke engine, 18-ft. platform
body.

1958 COMMER TS3, 2-stroke engine, 18-ft. platform
body.

1958 AUSTIN (B.M.C.) 7-ton 6-cylinder diesel
engine, 2-speed axle, 17-ft. platform body.

1955 FODEN 8-wheeler, 6-LW engine, double drive,
6-in. wood platform body.

1957 BEDFORD 6-wheel tipper, Leyland engine, fifth-wheel
coupling.

1959 DODGE 6-wheel tipper, Leyland engine, Eaton
Hendrickson three axle, 19-ft. 6-in. steel body.

1960 THAMES Trader, 6D engine, 17-ft. 6-in. alloy
body.

1959 GU. Warior tractor unit, Leyland engine,
Primrose 25-ft. semi-trailer.

1958 (Late) GUY Invincible, twin steer, 6-LW engine,
5-speed, air brakes, 22-ft. platform body.

1952 DODGE Jubilee, 6-cylinder diesel engine,
double drive, 18-ft. platform body.

1953 ATKINSON short-wheelbase twin-steer tipper,
5-LW, 12-ft. 6-in. tipping body.

1958 SEDDON, Perkins P6 engine, 5-speed, 17-ft.
6-in. wood platform body.

1948 ALBION Rover 7-ton tipper, modern cab.

1956 BEDFORD 7-ton drop-sided truck, Bedford
engine 2-speed axle, choice of three.

1958 COMMER TS3 6-wheeler, 4-speed gearbox,
Boys third axle, 22-ft. platform body, immaculate.

1959 ALBION Chieftain, Albion engine, automatic
lubrication, 20-ft. platform body.

THAMES County, 6D engine, County third axle, 21-ft.
platform body.

A.E.C. 77 engine, 22-ft. platform body.

1959 SEDDON SD4 tractor unit, Cummins engine,
2-speed, fifth-wheel coupling.

1960 6-cylinder diesel, 2-speed, 18-ft.
alloy underframe, 22-ft. platform body.

1958 B.M.C. 7-ton tractor unit, 6-cylinder diesel
engine, fifth-wheel coupling.

1958 BEDFORD 6-wheeler, Bedford diesel, 2-speed,
18-ft. 6-in. platform body.

1956 GUY Invincible 6-wheeler, 6-LW engine, 23-ft.
platform body.

1958 GUY Invincible, Meadows 10-litre engine, air
brakes, double drive, 24-ft. 6-in. platform body.

1958 SEDDON tractor unit, 6-LW engine, fifth-wheel
coupling.

1960 A.E.C. Mercury 7.75 engine, air brakes, 21-ft.
wooden platform body, choice of three.

1959 B.M.C. 7-ton medium-wheelbase tipper, choice
of two.

1960 A.E.C. Mercury tractor unit, fifth-wheel
coupling.

CHOICE of several alloy van bodies suitable for the
mailing trade.

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FORD AND SLEATER (LINC), LTD.

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1957 BEDFORD, long-wheelbase drop-sided body.

1959 BEDFORD, long-wheelbase drop-sided body.

1956 B.M.C., long-wheelbase drop-sided body.

1951 AUSTIN tippers (choice of three).

1956 BEDFORD A-type tractor, Scammell coupling,
complete with semi-trailer, fair condition
throughout, £300.

1951 KARRIER Bantam, platform body.

SEVERAL 1954 BEDFORD A-type normal-control
long-wheelbase tippers, good mechanical condition,
£135 to £155 each.

1958 BEDFORD, long-wheelbase drop-side body.

1958 LEYLAND Comet, long-wheelbase drop-sided
body.

1959 ALBION long-wheelbase tipper.

FORD AND SLEATER (LINC), LTD.

MACAULAY STREET, GRIMSBY.

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C. L. AND H. L. BUNDLL, LTD.
AUSTIN DODGE MAIN DEALERS.

TIPPERS.

1959 AUSTIN 7-ton steel-body tipper, 9.00 x 20
tyres, fair condition, £600.
1952 DODGE short-wheelbase tipper, petrol engine,
just overhauled by us, very clean for year, £175.
1947 COMMER 41-yd. petrol-engined tipper, reduced
to £70.

TRUCKS.

1959 Thames Trader 7-ton platform, reconditioned
and re-painted to 1959.

1959 AUSTIN 7-ton Series 702 drop-side truck, 9.00
x 20 tyres, choice of two, reduced to £600.

1958 AUSTIN 7-ton Series 702 drop-side truck, 9.00
x 20 tyres, choice of two, reduced to £545.

1958 AUSTIN 5-ton forward-control drop-side truck,
9.00 x 20 tyres, helper springs, choice of three,
reduced to £500.

1956 BEDFORD 7-ton flat platform, R6 engine,
choice of two, £350.

1956 THAMES 4D 5-tonner, good condition, choice
of two, £330.

1955 BEDFORD 5-ton drop-side, A model, petrol
engine, good condition, choice of two, £225.

1954 BEDFORD 7-ton petrol drop-side truck, fair
throughout, £175.

1953 DODGE 5-tonner, P6 engine, £175.

1950 BEDFORD 5-ton QL model, average condition,
choice of three, £25.

1948 ALBION 8-wheel, good condition, choice of
two, £330.

1948 ATKINSON 8-wheeler, good condition, 8-LW
engine, choice of two, £450.

1948 ALBION 6-wheeler, good condition, choice of
three, £250.

1947 E.R.F. 7-tonner, LW engine, £295.

1946 LEYLAND Beaver, good condition, £275.

1944 LEYLAND Beaver, fair condition bodily, good
mechanically, choice of two, £195.

VANS.

1960 BEDFORD long-wheelbase 15-cwt. van, good
condition, £325.

1957 THAMES 10-cwt., 21,000 miles only, new engine
and tyres, as new, £130.

1956 THAMES 10-cwt., new engine, £65.

1955 THAMES 10-cwt., fair condition, £50.

1953 COMMER 3-ton van with side-loading doors
and integral cab, 100% condition throughout,
new tyres, £140.

As above but requires tidying, £40.

1951 BEDFORD 5-ton pantechnicon body, integral
3-seater cab, walk-in well on rear, £60.

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MAYDAY MOTORS, LTD.

DODGE DISTRIBUTORS.

EARLIEST DELIVERY ALL MODELS.

NEW THAMES Trader 7-ton 6D diesel tipper, steel body,
immediate delivery, choice of two, £1,450.

NEW AUSTIN 7-ton petrol van, primer, £716.

NEW THAMES Major 10-12-cwt. van, blue, extras, £520.

NEW AUSTIN J4 10-12-cwt. van, £470.

NEW 7-cwt. THAMES van in primer, at £417 6s.

NEW 5-cwt. THAMES van in primer, at £389 7s.

Thames 4-cylinder petrol chassis-cab, 500 miles
unwritten, £605.

BEDFORD CA van, long wheelbase, 5,000
miles, unwritten, excellent, £355.

Thames 5-cwt. van, unwritten, one owner,
15,000 miles, £265.

Thames 10-12-cwt., low mileage, unwritten,
£225.

(Late) THAMES 15-cwt. van, with heater, excellent
order, £275.

AUSTIN A110 10-cwt. van, unwritten, low
miles, excellent, £225.

DODGE 7-ton drop-side tipper, 6-cu.-yd. alloy
body, 2-speed axle, £625.

DODGE 6-ton short-wheelbase diesel tipper,
6-cu.-yd. body, choice of two from £525.

Thames van, excellent condition, unwritten,
£165.

1958 DODGE 6-ton short-wheelbase diesel
tippers, choice of six from £475.

AUSTIN 5-ton long-wheelbase truck, petrol,
fair condition, £165.

Thames van, privately used, £145.

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Heath 547-3-4-5.

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20 CWT. MORRIS petrol van, heater and flashers,
£155.

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DISTRIBUTORS FOR E.R.P., SEDDON, GUY.
1960 B.M.C. 7-tonner, 17-ft. drop-sided body, 2-speed axle, power steering, in excellent condition.
1959 FODEN 8-wheeler, Gardner 6LW engine, 24-ft. drop-sided body, single-drive axle, 9.00 x 24 tyres in excellent condition.
A.E.C. Matador 4 x 4, ex M.O.S., in excellent condition.
1959 FORD 7-ton boxvan, inside measurement 20 ft. by 7 ft. 6 in. high by 7 ft. 6 in. wide, 9.00 x 20 tyres in first-class condition.
1958 Dyson 4-wheel independent, 16-ft. platform trailer, air pressure brakes, 40 x 8 tyres, in excellent condition.
1959 FORD 6-wheeler County conversion, 2-speed rear axle, 22-ft. drop-sided body, 9.00 x 20 tyres, in excellent condition.
1957 ATKINSON 8-wheeler, double-drive axles, 24-ft. platform body, 40 x 8 tyres, A.E.C. 11.5-ton chassis, in excellent condition.
NEW SCAMMELL 24-ft. 12-ton trailer, fitted 3-piece drop-sided body, immediate delivery.
1959, November, THORNYCROFT ORB 8-wheeler, 23-ft. drop-sided body, power steering, double-drive axle, full air pressure brakes, 9.00 x 20 tyres, trailer equipment.
NEW E.R.P. Model 6.4(GX) tractor, Gardner 6LX engine, 10-speed gearbox, twin-line air brakes, 10.00 x 20 tyres, in stock, immediate delivery.
1959 THORNYCROFT 8-wheeler, 22-ft. platform body, double-drive axles, 9.00 x 20 tyres, Gardner 6LW engine, air pressure brakes.
1956 E.R.P. 6-tonner, 6.9-litre engine, 18-ft. by 2-ft. 6-in. fixed-sided body, double-drive axles, 9.00 x 20 tyres, in very good condition.
1954 E.R.P. 6-tonner, Gardner 4LX engine, 16-ft. drop-sided body, 7.50 x 20 tyres, in good condition.
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1957 E.R.P. 8.4(G), Gardner 5LW engine, 18-ft. drop-sided body, 9.00 x 20 tyres, 2-speed rear axle, in very good condition.
1956 E.R.P. 4.4(G), Gardner 4LW engine, 18-ft. drop-sided body, 2-speed rear axle, 9.00 x 20 tyres, in good condition.
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1953 COMMERCIAL QX 5-ton forward-control chassis and cab, petrol engine, fitted 1,000-gal. insulated tank, litho lined, complete with discharge pump and hoses, 38,000 miles from new, used for carrying edible oil, as new throughout.

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1960 TRADER diesel 7-ton short-wheelbase tipper.
1960 TRADER diesel 7-ton short-wheelbase tipper.
1960 TRADER diesel 7-ton long-wheelbase tipper.
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3/TON 1958 COMMERCIAL 15-cwt. normal-control van, 4-litred windows, 10,000 miles, £345.
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7-CWT. 1960 FORD VAN, factory blue, immaculate, £300.
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1959 B.M.C. 6-wheeler, 20-ft. alloy body (tipper).
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1958 FORD ThAMES 5.6-ton platform, P6 engine.
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1957 BEDFORD CA van, blue, £140.
1955 AUSTIN 5-ton long-wheelbase forward-control diesel truck, £300.

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1959 BEDFORD Kombi, beige, fitted heater, taxed, good tyres, £415.
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1958 FORD Thames 5-cwt. van, £265.
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1956 FORD 4D 5-ton long-wheelbase drop-side truck, £300.
1954 MORRIS 3-ton large-capacity van, £110.
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TIPPERS.

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1956 B.M.C. medium-wheelbase twin-ram tipper, recent engine overhaul, general condition good, £650.

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1957 LEYLAND medium-wheelbase, high-sided tipper, £675.

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DODGE cattle trucks on 7-ton long-wheelbase diesel chassis with 2-speed and Balco extension, good condition, choice of several, £600 each.

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COMMER 153, 1956, platform lorries, 18 ft., good tyres, excellent condition, choice of two, 1957, at £550; 1958 at £650.

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NEW BEDFORD TK 7-ton diesel tipper, Leyland engine.

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LARGE selection of quality used trucks at the right

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1956 AUSTIN A40, blue, £190.

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1958 THAMES Trader 6-ton 6-cylinder diesel 16-ft.

platform body, 8.25 x 20 tyres, heavy-duty

springs, ACL lubricator, a first-class vehicle.

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truck, Boys trailing axle conversion, choice of three, all excellent.

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AUSTIN 152 Omnivan, 1959, good condition, C-licence operator, one only.

AUSTIN 152 bulk-loading vans, suitable for large capacity, light transport or mobile shops.

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LEYLAND Comet CSJ-RR with 23-ft. 6-in. body.
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1958 AUSTIN 4-ton diesel with coupling, forward control

1956 AUSTIN 7-ton long-wheelbase platform, forward control

1956 AUSTIN 7-ton long-wheelbase drop-side

1957 AUSTIN 7-ton long-wheelbase diesel drop-side

1954 MORRIS 5-ton long-wheelbase petrol platform, forward control

COMMER

1958 COMMER 7-ton forward-control diesel with new drop-side body

1960 COMMER 7-ton forward-control drop-side, long-wheelbase, detachable high racks

1955 COMMER 5-ton drop-side P6 truck

ALBION

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BEDFORD

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1958 BEDFORD 7-ton long-wheelbase diesel drop-side

1949 BEDFORD 2-ton drop-side, petrol, excellent condition

DODGE

1958 DODGE 7-ton diesel long-wheelbase platform

FORD

1959 THAMES Trader long-wheelbase diesel drop-side truck, 7-ton

1956 THAMES 7-ton Sussex 6-wheeler tipper, high sides

MUDSLAY

1947 MUDSLAY A.E.C. 7-ton engine, 8-ton drop-side

1949 MUDSLAY A.E.C. 7-ton engine, 8-ton drop-side

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1957 FODEN diesel 8-wheeler long-wheelbase drop-side truck

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LUTON cars and pantechnicons.

1,200 CU-FT, 1954 BEDFORD petrol pantechnicon, aluminium body, integral cab, £365.

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1,050 CU-FT, 1958 BEDFORD 300 diesel, pantechnicon, Plymax body, £500.

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AUSTIN 5-ton diesel truck, immaculate condition, £285.

BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.

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AUSTIN 5-ton truck, petrol, £150.

AUSTIN 2-ton diesel truck, £160.

1955 AUSTIN Loadstar P6 diesel truck, £150.

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1958 December, THAMES Trader 5-ton 4-cyl diesel

long-wheelbase drop-side truck, one owner, £555.

1958, August, THAMES Trader artic. unit, 6-cyl

diesel, 8.25 x 20, 12-ply tyres, one owner, £475.

1957 September, BEDFORD 7-ton 300 diesel long-

wheelbase platform truck, £550.

1956 March, LEYLAND Comet 7-ton diesel long-

wheelbase twin ram tipper, 5-speed gearbox, 2-speed axle, drop-side alloy body, £750.

1956, April, FORD Thames 4-ton 4D drop-side truck, ideal

coachmans truck, £325.

1955 November, BEDFORD 7-ton diesel long-wheel-

base tipper, high side body suitable for bulk

hauls, £750.

1954 BEDFORD 5-ton diesel medium-wheelbase

tipper, choice of two, £300-£250.

1954 December, B.M.C. 5-ton diesel long-wheelbase

drop-side truck, £200.

AUSTIN 2-ton diesel platform truck, £200.

1953 FORD Thames 4-ton diesel long-wheelbase

platform special cab very good condition, £225.

1953 FORD Thames 3-ton petrol drop-side truck, one

owner, £200.

1953 November, LEYLAND Comet, 7-ton long-

wheelbase diesel twin ram tipper, one owner, £400.

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7-TON COMMER 13-ft. 6-in. wheelbase chassis-cab

9.00 x 20 tyres, 4-speed gearboxes and air brakes

COMMER tractor with Scammell couplings.

1959 THAMES 7-ton Hands G-type coupling, £595

1957 COMMER, slatted side capacity body air

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1953 FORD FT7 tractor unit, Scammell coupling, new P6 engine recently fitted, etc.

38 UXBRIDGE ROAD

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MAIN FORD DEALERS.

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1961 COMMER 4-berth de luxe Caravelle, 2,300

miles, as new, £750.

1958 October, THAMES Trader fixed-sided steel-bodied

tipper, £650.

1958 October, THAMES Trader fixed-sided steel-bodied

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1956 THAMES 3-ton truck with 4-cylinder diesel

engine £275.

1955 THAMES 7-ton 108-in. drop-side and fixed-side

ex stock.

1955 THAMES Trader 139-in. and 160-in. chassis-cabs, ex

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1955 12- and 15-cwt. vans, early delivery.

1955 DODGE 4LXN tipping gears, ex stock.

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WEST RIDING MOTOR CO., LTD.

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Sept. 22, 1961—THE COMMERCIAL MOTOR 73
(Supplement)

Used Goods Vehicles (contd.)

CLOCK SERVICE STATION,

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Cos 2615

FOR BIRMINGHAM'S
BEST USED TRUCKS

TIPPERS

1959 BEDFORD 7-ton diesel engine, metal body, vehicle repainted, tyres good, £750.

1956 BEDFORD 7-ton Perkins R6 engine, alloy U-shaped body, ready for work, £600.

DROP-SIDERS AND PLATFORMS

1958 COMMER 5-ton diesel, 15-ft. 6-in. alloy platform body, small mileage, original tyres, vehicle repainted, £595.

1959 FORD Thames 7-ton petrol engine, new platform body fitted, very clean vehicle, ideal for coal trade, £450.

1959 THAMES 7-ton 6D long-wheelbase drop-side truck, repainted very good condition, £655.

1956 THAMES 7-ton 4D long-wheelbase drop-side truck, could be painted to your choice of colour, £210.

1955 MORRIS 5-ton diesel normal-control drop-side truck, £250.

AUSTIN 15-cwt. milk float with canopy roof, ideal for greengrocer, etc. repainted, £315.

ANY NEW COMMERCIAL VEHICLES SUPPLIED

WE ALWAYS HAVE NUMEROUS TRUCKS VANS

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1949 ALBION Chieftain, fitted Duramit cab and drop-side body, well tyred, mechanically good

SENTINEL DV66M 6-wheeler, fitted Sentinel 6-cylinder diesel engine, all brakes and 23-ft

6-in. alloy platform body, sound machine, one owner.

1957 BEDFORD 7-ton model, 300 diesel, fitted platform body, very clean

1955 DODGE 106 P6 double-drop-side, good condition

1959 SEDDON drop-side truck, Leyland engine, good

condition, one owner, immaculate.

1958 THAMES Trader drop-side truck, one owner, immaculate condition.

1957 ALBION 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1954 SENTINEL 6-wheel, long-wheelbase

recently reconditioned and fitted new tipping gear and high-sided coal body, nice clean bulk tipper.

1953 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1952 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1951 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1950 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1949 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1948 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1947 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1946 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1945 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1944 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1943 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1942 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1941 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1940 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1939 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1938 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1937 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1936 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1935 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1934 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1933 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1932 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1931 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

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truck, £150.

1929 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1928 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1927 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1926 SEDDON 6-wheel, 6-wheel, long-wheelbase

truck, £150.

1925 SEDDON 6-wheel, 6-wheel, long-wheelbase

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1924 SEDDON 6-wheel,

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1960 FORD Trader 5-ton 6D platform; choice of three.
1959 December, FORD Trader 7-ton 6D short-wheelbase tipper.
1957 DODGE P6 short-wheelbase tipper, 7 ton, Eaton 2-speed axle.
1960 FORD Thames 12-seater.
1959 FORD Thames 12-seater.
1959 Thames 10-12-cwt. van.
1959 BEDFORD 15-cwt. van.
1959 BEDFORD 12-seater.
1960 AUSTIN A55 pick-up.
1959 AUSTIN A55 van.
1960 Thames 5-cwt. van.
1959 Thames 5-cwt. van; choice of two.
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NEW VEHICLES FOR IMMEDIATE DELIVERY

FORD Trader 5-ton 6D 152-in-wheelbase truck.
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A SELECTION OF OUR USED VEHICLES.

1959 BEDFORD 300 diesel 7-ton long-wheelbase truck, low-mileage engine, 8.25 x 20 12-ply tyres, £710.
1959 Trader 7-ton 160-in-wheelbase 6D chassis-cab, 8.25 x 20 tyres, £575.
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1959 Trader 5-ton 4D 152-in-wheelbase truck, £660.
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£60. Perkins 6D engine complete with A-type Bedford fittings.
20-FT. 10-ton Scammell trailer, 9.00 x 20.
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1959 ALBION Chieftain, twin-ram underfloor gear timber body, 9.00 x 20 tyres, excellent condition, £940.
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1958 A.E.C. Mercury long-wheelbase, platform body, one owner-driver, ready for work, £1,050.
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CENTRAL GARAGE (UPPINGHAM), LTD.

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WE HAVE IN STOCK FOR
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A.E.C. Mercury tractor unit, fitted 2-speed axle.
A.E.C. Mandator tractor unit.
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B.T.C. 25-ft. 4-in. 4-line trailer.
THAMES Trader County 6 x 4 chassis-cabs. All other models available.
DODGE, all models available for early delivery.

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1959 BEDFORD J-type tipper with extension sides, 2-speed axle, choice of eight.
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1955 ALBION Chieftain 7-ton flat, engine scrap.
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HENRY EATON, LTD.

1960 (Rebuilt) LYLAND Comet, forward control, 7-ton platform lorry, £750.
1954 December, ALBION Chieftain double-deck cattle truck, container body, £585.
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BEDFORD diesel 7-ton chassis-cab, £175.

1954 BEDFORD 6-ton long-wheelbase platform lorry, Bedford 300 diesel engine, £450.
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1956 -7 BEDFORD 7-ton long-wheelbase drop-side truck, several at £50 each.
E.R.F. 5-speed gearbox, £195.
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1954 4D 3-ton drop-side truck, £250.

1960 MORRIS diesel 7-ton medium-wheelbase tipper, Milshaw gear, high-sided alloy body, 9.00 x 20 tyres.
1957 SEDDON Mk. 15 7-ton long-wheelbase platform lorry, £650.
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1955 December, THORNCROFT Sturdy Star box-van, very clean, good tyres, ex private firm, £525.
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PLATFORMS.

1959 ATKINSON 6LN 8-wheeler, £2,750.
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1955 ATKINSON 6LW 8-wheeler, £450.
1953 ATKINSON 6LW 8-wheeler, £650.
1959 COMMER TS3 4-wheeler, £650.
1959 FORD Trader 4-wheeler, £575.

TIPPERS.

1960 ATKINSON 6LW, 22-cu-yd. alloy body, £3,250.
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1960 FORD Trader, 8 cu. yd., choice of two, £675.
1959 BEDFORD J-type, 7 cu. yd., £595.

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10/15-TON LORAIN, reconditioned A.E.C. powered.

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1960, November, COMMER 15-cwt. van, yellow, £195.

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1959 COMMER 30-cwt. Superpoise van, green, manual control, £275.

1959 COMMER Cab, powder blue, passenger seat, £275.

1958 FORD Thames 10-12-cwt. F.C. van, black, £200.

1958 BEDFORD 10-12-cwt. drop-sided truck, £195.

1957 AUSTIN 101 van, green, £150.

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NEW VEHICLES AVAILABLE FOR IMMEDIATE DELIVERY.

ONE new GUY light 6-wheeler, 15-ft. 3-in. tipper, 20-ft. long wood and alloy coil body.

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1960 GUY Invincible 8-wheel tipper with 21-ft. 6-in. long coil body, £3,750.
1960 DODGE 5-ton trolley with 19-ft.-long coal body, Leyland Comet engine, York axle, £2,000.
1959 FORD Trader 7-ton tipper, £685.
1958 FORD Trader 7-ton tipper with wood and alloy coil body, £10,500.
1958 November LEYLAND Comet forward-control tipper with all-alloy body, £900.
OCTOBER, 1958 DODGE 3145AZ forward-control tipper with wooden body, £800.
SEPTEMBER, 1958 DODGE 1464R6 7-ton platform tipper.
1956 BEDFORD S-type 7-ton tipper with wooden body, £425.
1955 BEDFORD 5-ton A-type medium-wheelbase tipper, £250.
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1960 COMMERCIAL TS3 Scammell tractor unit, 3-speed, heater, good tyres, excellent order.
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1959 COMMERCIAL TS3 Scammell tractor unit, good order.

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JULY, 1960 BEDFORD 7-ton steel-body fixed-side tipper, 2-speed axle, mileage 11,000.

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O. T. J. JACKSON MOTORS, LTD.

855 NEW WOLVERHAMPTON ROAD,
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NEW BEDFORD TK 7-ton long-wheelbase drop-side truck, 350 diesel, immediate delivery.

NEW BEDFORD TK 7-ton extra long-wheelbase diesel drop-side truck, 350 diesel, immediate delivery.

NEW BEDFORD TD 7-ton 6-cu.-yd. tipper, 350 diesel, immediate delivery.

NEW BEDFORD TD 7-ton 6-cu.-yd. tipper, 300 diesel, immediate delivery.

NEW BEDFORD TK 12-ton artic. unit, 350 diesel, Scammell conversion, immediate delivery.

1959 LEYLAND Super Comet drop-side truck, the other 21 ft.

BEDFORD 300 diesel 7-ton drop-side truck.

1958 BEDFORD 300 diesel 7-ton drop-side truck.

1958 BEDFORD S-type 7-ton drop-side truck, £700.

1955 AUSTIN B.M.C. diesel 5-ton truck, £295.

CHOICE of 20 ex "Evening News" delivery vans, 1951 Austin, £20 each, 1953 Bedfords, £80 each.

MANY good BEDFORD Utilibreaks available.

PENFOLD MOTORS,

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COMBERHILL MOTORS, LTD.
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(6771, 10 lines)

IMMEDIATE delivery of 40 brand-new Morris-B.M.C. Mercedes-Benz, Commer and Atkinson 6644 4-, 6- and 8-wheel Milshaw alloy tippers for coal transport.

NEW ATKINSON T13665 (Gardner 6LX 150 b.h.p.)

6-wheel double-drive tractor unit, power steering.

NEW ATKINSON T13680 (Gardner 6LX 150 b.h.p.)

8-wheel Milshaw 18-ft. alloy tipper, 40 x 8.

NEW ATKINSON L12657 (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1960 17-ton 8-wheel double-drive 24-ft. platform.

1960 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

ATKINSON T746N (Gardner 6LX 150 b.h.p.)

4-wheel 6-wheel Milshaw 18-ft. alloy tipper.

1959 17-ton 8-wheel double-drive 24-ft. platform.

1959 15-ton 8-wheel alloy tippers, choice of six.

1959 8-wheel Milshaw 24-ft. alloy tipper.

Used Goods Vehicles (contd.)

COUNTY OAK SERVICE STATION, LTD.

VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

1960 AUSTIN 152 vans, choice of five from £300.

1959 BEDFORD Workbus, many extras, one owner, £370.

1959, December, BEDFORD 15-cwt. long-wheelbase van, one owner, £285.

1959 BEDFORD normal-control short-wheelbase diesel tipper, one owner, very clean vehicle, £265.

1959 FORD 15-cwt. Thames van, £285.

1958 AUSTIN Omnicar, one owner, £250.

1957 5-ton FORD Trader 4D truck, £375.

1957 BEDFORD Workbus, £245.

1957 7-ton DODGE diesel tipper, very good condition, £375.

OCTOBER, 1954, 7-ton BEDFORD tipper, good condition, new tyres, one owner, £310.

1953 AUSTIN 15-cwt. tractor unit, diesel, with 22-ft. low-loading trailer, £385.

1948 AUSTIN 2-ton meat van, £150.

1947 AUSTIN meat van, £125. 927-492

BENTLEY BROS (SHEFFIELD), LTD.
VAUXHALL-BEDFORD MAIN DEALERS.

71 THE WICKER, SHEFFIELD, 3
Phone 29281

1958 BEDFORD 7-ton long-wheelbase drop-side 300-cu. in. diesel, decent tyres, mechanically and body in excellent condition, will do years of good service, £595.

1957 BEDFORD 7-ton long-wheelbase drop-side 300-cu. in. diesel, excellent tyres, ready for immediate use, £525.

1957 COMMER 30-cwt. van, petrol engine, finished in primer, ready for immediate use, £225.

1956 BEDFORD 7-ton long-wheelbase tipper, R6 diesel engine, recently reconditioned, good value, £125.

1956 BEDFORD 5-ton long-wheelbase drop-side, petrol, repainted suit coal bagging, etc., choice of two, £225. 927-185

HENSMANS, of Brentwood 5252, offer:—

1956 MORRIS diesel 3-ton drop-sided truck, £235.

BEDFORD 3-ton Luton van, £75.

1955 AUSTIN 455 pick-up, restored, £285.

Thames 12-seater, grey, £410.

1956 Thames 3-ton 4D boxvan, 750 cu. ft., £265.

1956 LAND ROVER, petrol, good condition, £210.

1959 BEDFORD Utiliblade 12-seater, grey, £360. 927-333

NEW A.E.C. Mustang chassis and cab. New Commer vehicles, all types. New Dodge short-wheelbase tipper, alloy body, 1951 A.E.C. Mustang coal tipper, £2,700. 1960 Leyland Octopus coal tipper, £3,800. 1956 Leyland 4-wheel coal tipper, £1,400. 1959 Dodge 4-wheel coal tipper, £1,100. 1960 Foden 4-wheel coal tipper, £1,600. All offers considered. Many other 1950s vehicles for sale. 1949-50 Dennis Maxi, £100 each. John Brindley, The Close, Sharnford, Hinckley. Sapote 225. 927-8743

NEW GUY Warrior light 8 chassis and cab, 17-ft. 9-in. wheelbase, list price.

1953 ATKINSON bulk tipper, Gardner 6LW, £500.

M. S. MOTORS (ELSTHEAD), LTD., Surrey. GUY and Land Rover. Elsthead 2147. 927-128

1958 BEDFORD long-wheelbase diesel double-drop-side, 2-speed axle.

BEDFORD long-wheelbase diesel platform.

1957 COMMER TS3 tractor, 2-speed axle, fifth-wheel coupling.

1956 SEDDON long-wheelbase Pb. fibreglass cab.

1954 BEDFORD long-wheelbase platform, R6 engine.

1953 ALBION Chieftain long-wheelbase flat.

1951 ALBION Chieftain long-wheelbase flat.

1950 LEYLAND Comet boxvan, very clean.

UNREGISTERED AUSTIN recovery 6 x 4, fitted P6 engine, ACE Traction, 7-cwt. capacity, in good working order.

THREE very clean CARRIMORE 22-ft. trailers on very good 9.00 x 20 tyres. Fitted for air or vacuum brakes. 927-8769

1959. October, one owner, B.M.C. diesel, 5-ton Luton, on separate flat platform body, very carefully used, under 46,000 and on original 8.25 x 20 tyres, first-class condition throughout.

1955 THORNYCROFT Sturdy Special 20-ft. drop-side lorry, extremely good condition.

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BURTON-ON-TRENT.
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N.W.2.
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NEW DODGE trucks for early delivery.

NEW Thames 15-cwt. vans and trucks, also 12-seaters.

NEW Thames Trader 3-ton trucks.

NEW Thames Trader Lutons.

NEW MORRIS vans, 3-ton-30-cwt., J2, J4 and LD.

ALL the above vehicles available from stock.

1959 MORRIS J2 13-seater bus, also choice of two vans.

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1958 Thames 3-ton 4D diesel truck; also 30-cwt. model.

1958 MORRIS 10-cwt. J/B van.

1957-58-59 Thames 5-ton vans, from £195.

1955 AUSTIN 2-ton boxvan, approximately 700 cu. ft., petrol. 927-172

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AUTHORIZED
LEYLAND, ALBION DEALER.
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NEAR PONTEFRACT.
Phone, South Elmall 276-7-8.

ALBION Reiver, 1955, fitted with Albion engine and platform body.

ALBION Reiver, 1955, Leyland engine, 6-speed gearbox, platform body.

ALBION 8-wheeler, 1954 (December), 23-ft. platform.

BEDFORD, 1959, with Boys third axle, 2-speed axle, Bedford diesel, and 22-ft. drop-side body.

COMMER TS3, 1956, long-wheelbase tipper.

COMMER Superoice, 1953, articulated, with 6-ton low-loader, P6 engine.

LEYLAND Beaver, 1949, late type cab, 600 engine, 18-ft. platform.

TERMS AND PART-EXCHANGES.

CENTRAL GARAGE.

SOUTH ELMALL. 927-178

1953 LEYLAND Comet with Blaw-Knox 23-yd. concrete mixer.

BEDFORD S-type long-wheelbase diesel tipper.

1959 LEYLAND Octopus long-wheelbase platform.

1959 LEYLAND Comet medium-wheelbase chassis-cab only, with synchromesh lubrication.

1960, November, ALBION Reiver RE27T, with Pilot gear, and 15-cu.-yd. alloy body.

1959 ALBION Claymore drop-side truck.

NEW LEYLAND Beaver tractor with Power Plus engine and fifth-wheel coupling.

NEW LEYLAND Comet forward-control tipper, complete.

NEW BEDFORD 7-ton extra-long diesel drop-side truck.

NEW BEDFORD 4-ton diesel drop-side truck.

NEW ALBION Reiver RE27AN chassis-cab with 9.00 x 16.5 6-speed box.

NEW BEDFORD TK 4-ton forward-control drop-side truck.

JEFFREYS COMMERCIAL MOTORS. Phone, Swansea 72415 (three lines). 927-438

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FOR immediate delivery of good used vehicles.

209-219 LEA BRIDGE RD., Leyton, E.10. Phone, Leyton 8232. 927-349

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Also diesel available.

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NEW COMMER personnel carrier, red.

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NEW AUSTIN 15-cwt. Omnicar, primer.

NEW FORD Trader 1,860-cu.-ft. Luton van, painted grey.

1960 COMMER 15-cwt. petrol boxvan, hinged doors.

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1958 COMMER Karter 3-ton diesel boxvan, 350 cu. ft., separate cab, very clean vehicle, £675.

Thames Trader 7-ton diesel platform truck, clean condition, £485.

1957 AUSTIN 13-cwt. diesel van, one owner, £285.

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NEW 15-cwt. BEDFORD vans.

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1958 FORD Trader tipper, steel body.

1958 BEDFORD 7-ton tipper.

MORRIS 8-cu.-yd. tipper, wooden body.

AUSTIN 2-ton van body.

1954 DODGE 6-ton cattle body, new engine.

1957 DODGE 7-ton truck, good order.

1954 AUSTIN 5-ton chassis and cab.

PART-EXCHANGE, hire-purchase.

VINCENTS OF YEOVIL, LTD. Phone, Yeovil 2091.

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WELLINGTON GARAGE (OLDHAM), LTD., offer:—

1959 Thames Trader tractor unit, 6D, fitted York new 1758 coupling, owner-driven, low mileage, just as new.

1957, August, MORRIS 5-ton long-wheelbase boxvan, body approximately 850 cu. ft., rear roller shutter door, ex-private company, £550.

WELLINGTON GARAGE (OLDHAM), LTD., Huddersfield Rd., Oldham. Phone, Main 9109-0083.

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1957 7-ton BMC long-wheelbase tipper, diesel, 2-speed axle, power steering, good condition.

1957 7-ton BEDFORD U-shaped steel-bodied tipper, diesel, £250.

WALTER WALKER (ECCLESFIELD), LTD., 248 The Common, Ecclesfield. Phone 3667.

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1960 COMMER 8-cwt. van, green, 5,000 miles, £350 (g).

1958 AUSTIN 15-cwt. van, green, £250 (g).

1956 BEDFORD 10-12-cwt. CA van, grey, no writing, £165.

1951 COMMER 3-ton boxvan, petrol, green, £125.

1955 MORRIS 3-ton diesel boxvan, £325.

1959 AUSTIN 30-cwt. diesel drop-side truck, bolster, flashers, heater, screen, no writing, 8,000 miles only, guaranteed, £565.

* Vehicles marked (a) carry three months' guarantee.

NEW VEHICLES FOR IMMEDIATE DELIVERY.

7-YD diesel tipper, power steering, 5-speed box, 9.00 x 20 tires, Pilot all-wheel drive, body and twin underbody ram, cab shield calibrated.

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DODGE early delivery of all models
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1958 ALBION artic. Scammell couplings.
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1960 B.M.C. 7-ton short-wheelbase tippers.
1958 Trader Luton van, 850 cu. ft.
1955 4D Luton van, 1,000 cu. ft.

BIRMINGHAM COMMERCIAL MOTORS:

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1955 B.M.C. 7-ton flat, diesel, 2-speed, ready for work.
1956 COMMER TS1 flat, mainly rebuilt, 14-pl.
1959 BEDFORD J-type Anthony tipper, well above average throughout.
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1957 LEYLAND Comet Scammell tractor units, £875 each.
1953 LEYLAND Octopus platform, good condition, £750.
1955 LEYLAND Octopus platform, excellent condition, £1,000.
1960 FORD 6D Trader, fifth-wheel tractor unit, two-line air brakes, excellent condition, £750.

MILLBURN MOTORS LTD.

51-59 MILLBURN STREET, GLASGOW N.L.
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MAY, 1959. KARRIER Bantam 2-3 diesel, long-wheelbase boxvan-type body with roller shutter side and rear door, unladen weight 2 tons 10 cwt., mileage 35,000, well maintained and in first-class condition, £550.
KARRIER, AUSTIN 1000, 10-ft. 6-in. platform, 10-ft. long-wheelbase, 18-ft. 6-in. platform body, 2-speed axle, power, steering, 9.00 x 20 tyres, heater, unladen weight 3 tons 12 cwt., overhauled and in excellent condition, £674. Barton Townley, Ltd., Penny St., Lancaster. Phone 2233.

1959 FORD Trader, petrol, 4,000 miles only, fitted new horsebox body for four, fibreglass skinned, side and rear loading, £1,400.

AUSTIN 1000, 10-ft. 6-in. chassis-cabs with heavy-duty equipment from stock at list price.

AUSTIN 24 pick-up, list price.

CHAMBERS ENGINEERING, Western Turville, Stoke Mandeville 2282. 927-169

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5-TON MORRIS 6-cylinder truck, in good working condition, £1,000.
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1956 FORD Squire, in good condition, £230.
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CHOICE of other 5-cwt. FORD vans in stock.

PLEASE PHONE GUILDFORD 62962.

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1956 BEDFORD 5-ton tipper, petrol.
1953 BEDFORD 5-ton tipper, petrol.
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1959 BEDFORD Utiliblaze, farmer's model.
1959 BEDFORD Utiliblaze.
1957 BEDFORD Workbus.
1957 MORRIS Minor van.
1956 FORD 12-cwt. van.
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1956 7-ton DODGE 18-ft. 6-in. trolley-drop-side body, 16' 0" 2-speed axle. DODGE 103AP6 unit and 22-ft. trailer.

1954 DODGE 3-ton, petrol engine, Telehost tipping gear, 11-ft. 6-in. 4-3d. body. THE RELIANCE GARAGE (NORWICH) LTD., Heigham St., Norwich. Phone 28911-5. 927-312

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PARTICULARS to: Wesley, Turkington, Lurgan, N. Ireland. Phone, Lurgan 2381. 928-6426

REQUERED, short-wheelbase 6- or 8-wheeler chassis and cab, suitable for making into heavy breakdown vehicles. Norths, Pontefract Rd., Leeds, 10. Phone 7604. 927-217

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ONE 1959 A.E.C. Regent Mark V 39-seater low-bridge double-decker, body by Massey, Wigan; enclosed platform, certificate of fitness expires 6.11.65. TWO 1961 A.E.C. Reliance 41-seater coaches, double-deckers, radios and heaters, low mileage.

APPLY Murchison Garage, Salisbury. By Motherwell Phone, Salisbury 207.

A.E.C. Single-deck bus, ex-Sheffield Corporation, Pearl Street Garage, 17 Pearl St., Sheffield. Phone 29139. 927-211.

1946 A.E.C. double-deckers, low and high bridge, each with late-type Northern Counties bodies, 4,250 each.

MILLBURN MOTORS LTD., 51-79 Millburn St., Glasgow, N.I. Phone, Bell 4977. 927-489.

1952 A.E.C. 96 prescoaster, Harrington 41-seater, surplus to requirements, £1,450. Ementon, Cranfield, Bleakley, Bucks. Phone, Cranfield 265. 927-8750.

ALBION

1949-50 ALBION double-deckers, low-bridge Alex. 1960, 42 seats each. Bodies, 6LW, certificates of fitness to MILLBURN MOTORS LTD., 51-79 Millburn St., Glasgow, N.I. Phone, Bell 4977. 927-488.

AUSTIN

1960, December, 12-seater Kencoach, forward seats, 10,000 miles, as new, contract, cleared, £1,750; exchange 29-seater. Phone, Hempsall, Norfolk 232. 927-8750.

1958 AUSTIN Omnicouch P.S.V. certificate of fitness, new October 1965, low mileage, 12 slate seats plus coupler, chrome bumpers and wheel discs, amber roof light, excellent condition throughout, £425 o.n.o. V.E. House, Hinton, Blandford. Phone, Milton Abbas 247. 927-8750.

BEDFORD

BEDFORDS, 41-seaters, 1957 Duplex, first class condition, cheap for quick sale. Eatways, 900 Coventry Rd., Birmingham 10. Victoria 0818. 927-8746.

BEDFORD, 1954, 36-seater full luxury Plaxton body, quarter and roof lights, wheel discs, many extras, well shod, repainted, etc., as new, well maintained vehicle, certificate of fitness 1964; bargain at £1,550. B.T.D.S. Coaches, Phone, Nottingham 271151. 927-8734.

1957 SB3 BEDFORD Duplex 41-seater luxury coach, certificate of fitness to 1964 and finished in red and cream exterior colour with red interior upholstery, etc., heater, heat trim, public address and radios, excellent order throughout, only £1,600 o.n.o.

1952 BEDFORD 33-35-seater Duplex body, exterior, red interior, very clean and useful vehicle, certificate of fitness to 1962, best offer secured.

ALL offers are negotiable and H.P. terms can be arranged.

AMBERTS OF KINGSTON LTD., 140a London Rd., Kingston-upon-Thames, Surrey. Phone, Kingston 7701. 20 lines; or after hours, Molesey 6049. 927-65.

CENTRAL MOTORS (BURNLEY) LTD.

WHITEGATE GARAGE
PADHAM 2131.

Cheap coaches surplus to requirements.

1959 BEDFORD Plaxton, diesel, 41-seater, £2,500.

1956 BEDFORD Plaxton, petrol, 41-seater, £1,600.

1954 BEDFORD Duplex, petrol, 36-seater, £1,200.

1953 BEDFORD Plaxton, petrol, 36-seater, £1,100.

ALL excellent condition, red and cream with radios, heaters, glass roof quarters, many extras and good certificates.

SILVER LINE MOTORS.

VAUXHALL AND BEDFORD MAIN DEALERS.

SEASONAL REDUCTIONS.

1957 BEDFORD 41-seater Duplex Super Vega, exterior finished cream and red, interior trimmed red, coach in really first-class condition, certificate of fitness 1964, £2,550 o.n.o.

1957 BEDFORD 41-seater Duplex Super Vega, exterior maroon and grey with red interior trimming, certificate of fitness 1964, £2,500 o.n.o.

1956 BEDFORD 41-seater Duplex Super Vega, exterior silver and blue with red interior trimming, very sound vehicle, reconditioned to 1966, £2,300 o.n.o.

1952 BEDFORD 41-seater Vega, exterior finished radio and heater, certificate of fitness 1962, to clear, £2,950 o.n.o.

ALL vehicles have received thorough check-over and repairs as necessary and are offered for sale in first-class condition.

SILVER LINE MOTORS.

BESSEMER ROAD,

WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 24132.

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Used Passenger Vehicles (contd.)

1961 BEDFORD, petrol, 8 ft., 41-seater, Plaxton, radio and public address, three 3-way armrests, power steering, heaters, three 3-way armrests, Michelin X, discs, extras, £375, certificate of fitness 1968, body light blue and silver, interior blue and beige, mileage 4,500, £3,200, lovely job, delivered March, cost £4,275, licensed.

MALLINSON'S MOTOR TOURS, Ellerthwaite Square Windermere. Phone 161, 484 or 321. 927-62.

COMMER

1961 COMMER diesel, 11-seater, P.S.V., 8,000 miles, £950 new, accept £675. Ken Shaw, Kenlyn Garage, Dobcross, Oldham. Saddleworth 373. 927-8736.

DON EVERALL (COMMERCIAL VEHICLES) LTD.

1960 COMMER T.S.I. 41-seater, Duplex coaches, modified suspension, air brakes, heating, etc., 40,000 miles only, available early October, can be painted to your instructions and delivered for £3,300 each, choice of 10 colours.

1959 COMMER T.S.I. 41-seater, Duplex coaches, modified suspension, air brakes, heaters, etc., choice of three, £2,900 each.

1958 COMMER T.S.I. 41-seater, Duplex and Plaxton coaches, ex our own fleet, choice of 10, overhauled and reconditioned, £2,600 each.

1957 COMMER Beadle fitted A.E.C. 41-seater gearboxes, 41-seater coaches, choice of front and centre entrances, only a few of these very exceptional coaches left in stock, £2,600 each.

1956 COMMER T.S.I. 41-seater Plaxton coach, glass roof quarters, Formica panels, heaters, etc., painted to your instructions, £2,200.

1956 COMMER T.S.I. 41-seater Duplex coaches, fitted heaters, etc., choice of overdrive or 2-speed axles, certified 1966, £2,000 each.

DON EVERALL (COMMERCIAL VEHICLES) LTD.

34 CLEVELAND ROAD,
WOLVERHAMPTON 27081.

NIGHTS AND WEEK-ENDS 32347 AND 22293. 927-21

TS3, Six 36-seat Duplex touring coaches, tubular racks, quarter lights, PA, 5-speed gearboxes, etc., £2,550. Worthington Tours, Birmingham, 5. Mid 4966.

1955 COMMER TS3 diesel 31-seater full-luxury coach, certificate of fitness 1965, £475. Apply Bentles 230. 927-369.

CROSSLEY

CROSSLEY 1949 model SD 33-seater, certificate of fitness October 1962, in very nice clean condition and most running order, four almost-new (1,500 miles) 9.00 x 20 tyres on rear, good batteries, £150. Millers Coaches, Chelmsford. Phone, 429. 927-475.

DAIMLER

1947 DAIMLER double-deckers, high-bridge Northern L.S.W., certificates of fitness to 1964.

MILLBURN MOTORS LTD., 51-79 Millburn St., Glasgow, N.I. Phone, Bell 4977. 927-490.

BIRD'S COMMERCIAL MOTORS LTD.

BIRMINGHAM ROAD,
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Grazes, "QuickSale."

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DAIMLER double-deck buses, fitted with 6-cylinder Gardner engines, recently reconditioned throughout, mechanically perfect, the bodies being in first-class order, two-year certificate of fitness, ready for service. 927-324.

BROWNHILLS MOTOR SALES.

LEYLAND ALBION SCAMMELL.

1952 DAIMLER coach, four years' certificate, 37-seater, £1,200.

DAIMLER 37-seater coach, certificate expires 1965, £1,900.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.

Phone, Brownhills 2525-6-7. 927-509.

FODEN

1952 FODEN 39-seater full-front luxury observation coach, rear-fitting diesel engine, good tyres, end-of-season bargain, to clear, £325. Apply Frating Works, Frating, nr. Colchester, Essex. Great Bentley 927-370.

Used Passenger Vehicles (contd.)

FORD THAMES

1960 THAMES Duplex 41-seater, 7 ft. 6 in. wide body with red flash, host extras, £3,170. Hire-purchase.

A. SPRINGALL LTD., Plumstead Common, SE18. Woolwich 5313. 927-407.

GUY

1946 GUY double-deckers, low and high bridge, late-type Eastern Coach Works bodies, 5LW, certificates of fitness to 1963-4, £250 each.

MILLBURN MOTORS LTD., 51-79 Millburn St., Glasgow, N.I. Phone, Bell 4977. 927-49.

LEYLAND

PS1, 1950 special body by Harrington extended to 35 feet, 41-seater, body, maroon, upholstery, certificate of fitness 1966, Grosvenor Coaches, Enfield 1089. 927-60.

FOR SALE—OCTOBER.

1955 LEYLAND Worldmaster fitted 500 engine Harrington 37-seater body, dorsal fin, beige maroon upholstery, exterior maroon and grey, in perfect condition, certificate of fitness 1965 (choice of two).

1956 LEYLAND Worldmaster, fitted 475 engine, 41-seater body, maroon, upholstery, in perfect condition, certificate of fitness 1966 (choice of two).

Due to replacements we have for sale these vehicles.

They are in absolutely first-class condition and have been operated and maintained by ourselves since new.

GLIDERWAYS COACHES LTD.

316 BEARWOOD ROAD,
BIRMINGHAM,
Phone, Bearwood 2388. 930-6414.

LEYLAND PD2 53-seater, Brush low-bridge bodies, 5LW-wide chassis, certificate of fitness. Terms, NORTH, Pontefract Rd., Stourton, Leeds, 10. Phone, Rothwell 3157. 927-216.

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STANLEY HUGHES AND CO. LTD., LODGE GARAGE, WHITEHALL ROAD, GOMERSALL, NR. LEEDS. Phone, Bradford 681144-9.

SPECIAL PRICES TO CLEAR.

NEW A.E.C. 41-seater Duplex Britannia, front entrance.

NEW FORD 41-seater Duplex, choice of colour.

NEW BEDFORD 41-seater Duplex, red and cream, one only.

USED COACHES.

1957 A.E.C. Reliance 41-seater Consort, red interior and cream exterior, £1,250.

1955 A.E.C. Reliance 41-seater Burlington, blue and cream exterior, £2,350.

1954 A.E.C. Reliance 41-seater Plaxton, blue and cream, £2,200.

1952 A.E.C. Mark IV 41-seater Plaxton Ventura, red and cream, autumn tint interior, £1,275.

1952 A.E.C. Mark IV 37-seater Burlington, autumn tint interior, £1,275.

1951 A.E.C. Mark IV Burlington 39-seater, £1,000.

1959 BEDFORD 41-seater Plaxton, new Bedford diesel engine, quarter lights, red interior, £1,250.

BEDE-ORD petrol 41-seater, quarter roof lights, leather seating, Formica casting panels, £2,200.

1956 BEDFORD 36-seater Burlington, exterior two shades of green, interior red, £1,500.

1955 BEDFORD 37-seater Burlington, red interior, £1,650.

1954 BEDFORD 37-seater Burlington, red flower interior, £1,200.

1953 BEDFORD 37-seater Yeates Rivers, red interior, red and cream exterior, £1,200.

1956 COMMERCIAL 41-seater, red and cream exterior, autumn tint interior, quarter roof lights, Formica casting panels, 2-speed axle, £2,200.

1960 FORD 41-seater Duplex, 2-speed axle, red interior, red and ivory exterior, many extras, £1,350.

1959 LEYLAND Tiger Cub 41-seater Burlington, front entrance, 2-speed axle, red interior, red and cream exterior, many extras, £1,850.

A. Number of full-front and half-cut coaches, petrol and diesels, suitable for works contracts, schools, etc.

SUPPLIES for all types of passenger vehicles.

HIRE-PURCHASE Part-exchange.

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WHAT YOU HAVE BEEN WAITING FOR

DUPLICATE COACHWORK

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19-20 SEATER COACH.

LOW PRICE — LOW RUNNING COST.
ASK FOR DEMONSTRATIONS.

REPLACE YOUR VISTA NOW.

1957 BEDFORD Vega 41-seater, red and cream, red interior, certificate of fitness 1964, £2,325.
1957 Ratland Clipper 41-seater, new engine fitted, certificate of fitness 1964, £1,895.
1953 BEDFORD Plaxton 8-ft. 35-seater, mechanically excellent, certificate of fitness 1963, £1,175.
1951-52 choice of two BEDFORD Vega 35-seaters, both certified from 1964.
1951 BEDFORD 35-seater Duple, much above average, extras, certificate of fitness 1966, £1,175.
1950 COMMER 30-seater Hurricane, a very attractive vehicle, certificate of fitness 1962, £325.
1950 COMMER Plaxton 33-seater, full front, extras, £395.
1949 53 A.E.C. full-front 35-seater, excellent condition, certificate of fitness 1962, £495.

SOUTHERN COACH CENTRE,

JOHN'S CROSS,

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Robertsbridge 222.

IT COSTS YOU NOTHING TO CALL US.

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FORD THAMES P.S.V. DEALERS

1960 FORD Thames Duple 41-seater, blue interior, headrest, Formica casings, etc., exterior two shades blue with K-type mouldings, choice of two, £3,450.

1957 BEDFORD Duple Super Vega 41-seater, red, fawn interior, with heater, radio, exterior cream-red, certified April, 1964, note the price, £2,485.

1956 BEDFORD Yeates Riviera 41-seater, red, cream and red, certified November, 1965, £2,285.

1955 BEDFORD Burlington Seagull 36-seater, red interior, with Formica casings, heaters, etc., exterior red and cream, certified February, 1965, £2,285.

1954 BEDFORD Riviera 36-seater, maroon interior with radio, heater, glass roofing quarters, offset tubular racks, exterior cream-red, well tired, immaculate, certified December 31, 1963, £1,685.

1954 BEDFORD Duple Super Vega 36-seater, brown-blue interior, with heater, exterior repainted cream and light blue, certified May, 1964, £1,585.

1953 FODEN (Gardner) CR 41-seater luxury coach, maroon interior, with heater, exterior cream-black, certified April, 1964, £1,150.

1952 BEDFORD Duple Super Vega 35-seater, blue interior, with heater, exterior repainted cream and red, certified May, 1962, £1,285.

1951 LEYLAND Royal Tiger Bullhouse Hartwell 41-seater, red interior, with heaters, exterior grey and red, certified 1963, £985.

1950 LEYLAND PSI full-front 33-seater luxury coach, attractive red interior, exterior cream-maroon, clean and smart, certified January, 1964, £585.

1949 SEDDON (Perkins P6) full-front 26-seater coach in very clean order, certified April, 1962, note the price, £285.

K N I G H T H O R P E R O A D,

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RANGE OF USED COACHES.

EXAMPLES FROM OUR LARGE AND
COMPREHENSIVE STOCK INCLUDE:-

1958 BEDFORD Duple 41-seater coaches, choice of two top quality machines, £2,650 each.

1957 BEDFORD Plaxton 38-seater coach, many extras, certificate of fitness April, 1964, £2,550.

1955 BEDFORD Plaxton 36-seater full luxury coach with many extras, certificate of fitness 1965, £1,995.

1956 BEDFORD Plaxton 41-seater full luxury coach, just been recertified, certificate of fitness to 1966, £2,275.

1955 BEDFORD Duple 36-seater coach with R6 diesel engine, in good condition, certified to March, 1965, £1,450.

1954 BEDFORD Duple 36-seater coach, with R6 diesel engine, in excellent condition, certified to April, 1963, £1,350.

1953 BEDFORD Burlington 35-seater coach with Leyland Comet diesel engine, certificate of fitness 1963, £1,350.

1952 BEDFORD Duple 32- and 35-seater coaches, in excellent condition at prices from £950.

1952 BEDFORD Paxton 33-seater coach, certificate 1962, £750.

1955 COMMER Plaxton 41-seater coach, diesel, certificate of fitness 1965, £3,150.

1954 COMMER Plaxton 39-seater coach, diesel, £1,750.

1954 SEDDON Duple 41-seater coach, certificate of fitness December, 1963, outstanding value at £1,400.

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177-205 FINNIESTON STREET,

G L A S G O W , C . S .

Phone, Douglas 2940.

927-51

T R A N S P O R T (P A S S E N G E R E Q U I P M E N T) L T D .

1949 LEYLAND PSI single-deck service saloon, certificate of fitness 1963, 34 seats, C. H. Roe body.

1949 GUY Arab 5LW Gardner service saloon, single decker, C. H. Roe body, certificate of fitness 1962.

1948-49 DENNIS Lance 5LW Gardner single-decker service saloons, C. H. Roe bodies, certificate of fitness 1962.

1943-45 GUY Arab 6LW Gardner double-deckers, Northern Counties bodies, certificate of fitness 1964.

1943-45 DENNIS Lance 6LW Gardner double-deckers, Northern Counties bodies, certificate of fitness 1962-64.

1945 A.E.C. 35-seater Weismann service saloon, in excellent mechanical condition,

O A K H O U S E .

B R U N S W I C K S T R E E T ,

M A C C L E S F I E L D ,

Phone 4433.

Used Passenger Vehicles (contd.)

F . C . S . , L T D .

F . C . S . , L T D .

S U P E R D O U B L E - D E E C K E R S .

1949⁵⁰ A.E.C. Mark III 56-seater high-bridge double-decker, fitted Park Royal and Metcam thin-wall all-metal bodies, fitted low-mileage late-series turbos, 15,000 miles, 9.6 A.E.C. diesel units, crash boxes, remanufactured last year, in immaculate mechanical and body condition, certificate of fitness 1963-64, choice of 20, price £450-£500.

1948 double-deckers with Metcam and Eastern Coachwork all-metal bodies, some fitted 1953 bodies, leather upholstery, fitted A.E.C. 7.7 late-series low-mileage engines, certificate of fitness 1963-62, choice of 10, price £450-£500.

GUY double-deckers, fitted 1953 Charles Roe 53-56-seater, metallized top deck and Eastern Coachwork all-metal thin-wall high-bridge and low-bridge bodies, chrome all-round windows, etc., with late-series low-mileage 5LW Gardner engines, under 10,000 miles, used by company operating coastal service for seasonal use only, some remanufactured last year, in super mechanical and body condition, certificate of fitness 1963-62, price £450-£400.

1950⁵¹ BRISTOL 53-55-seater Metcam and Eastern Coachwork all-metal high-bridge and low-bridge bodies, all-sliding windows, etc., with late-series low-mileage 5LW Gardner and Bristol A.V. 9.8 diesel units, in super mechanical and body condition, certificate of fitness 1963-62, price £500-£375.

S U P E R C O A C H E S A N D S E R V I C E S A L O O N S .

1951-52 A.E.C. Mark IV underfloor-engined full-Continental touring luxury coach body, radio, etc., very low mileage, engine, brakes done at A.E.C. works, in super mechanical and body condition, just recertified to 1966, price £1,500.

1954⁵⁵ A.E.C. Mark IV underfloor-engined full-luxury coach with Burlington 41-seater full-Continental touring luxury coach body, crash box, reclining seats, courier seat, radio, microphone, etc., very low mileage engine, brakes done at A.E.C. works, in super mechanical and body condition, certificate of fitness 1964, price £2,500 or near offer.

1953⁵⁴ FREDLINE Roadmaster with super 5LW Gardner engine, 28-seater, 2nd-hand House-Hill and Burlington Seagull bodies, adjustable reclining super-Continental seating, courier seat, radio, microphone, just repainted blue and cream, certificate of fitness 1964, choice of 2, price £1,250.

1949⁵⁰ FODEN 33-seater half-cab full-luxury coach, 6LW Gardner engine, with super 5LW Gardner engine, certificate of fitness 1963, price £500.

1952 LEYLAND Beadles, first registered June, 1952, super 5LW Gardner engine, 35-seater, full-luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1962, just into stock, three only, price £850.

1950⁵¹ A.E.C. Regal Mark III with 35-seater super 5LW Gardner engine, 35-seater, full-luxury coach bodies, seasonal use only, 9.6 diesel units, in super mechanical and body condition, certificate of fitness end of 1963, price £450.

1947-48 LEYLAND PSI, fitted 1954 full-front 35-seater Burlington body, low mileage, late-series PSI engine, in immaculate mechanical and body condition, certificate of fitness 1964, choice of 2, price £500-£550.

1948⁴⁹ BRISTOL 37-seater with Eastern Coachwork all-metal thin-wall high-bridge bodies, fitted 5LW Gardner engine, in immaculate mechanical and body condition, certificate of fitness 1963-61, choice of 8, price £350-£400.

G E N E R O U S P A R T - E X C H A N G E A L L O W A N C E .

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T H I S E are only a few of well over 200 passenger vehicles of most well-known makes and seating capacities which are available for immediate inspection and test. Write for stock lists.

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D E P O T A T B E G I N N I N G O F M I B I R M I N G H A M S P U R .

927-177

W . S . Y E A T E S , L T D .

D O U B R Y R O A D , L O U G H B O R O U G H .

N O W is the time to come and see Yeates of Loughborough for a very good second-hand luxury coach fleet. It is extensive and includes a wide variety of makes. We carefully check and service these coaches before offering them for sale—it has long been known that a Yeates second-hand luxury coach offers very best value for money. We offer very good part-exchange facilities and hire-purchase arrangements. For full list please write or phone.

D I L I V E R Y from stock of all types of new coaches—Bedford, A.E.C. and Commer, Yeates, Duple and Burlington—for delivery now at pre-increase prices, offering savings on new prices of up to £150.

T H E success of the front-entrance BEDFORD 44-seater service bus, dual-purpose and luxury coaches, has been even greater than we had imagined, but due to increased production of these types, available only from Yeates, we can still give delivery from mid-October. For full particulars please write or phone. Our area representatives will be happy to give immediate personal attention.

T H E only complete service to coach operators throughout Great Britain.

W . S . Y E A T E S , L T D .

P H O N E , L O U G H B O R O U G H 4321 (P.B.N.), 927-479

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, LTD.
310-326 SYDENHAM ROAD, SE26
LONDON, S.E.26.

NEW Plaxton Embassy 41-seater, fitted heaters, radio, cream, interior red and fawn moquette, finished in cream.

NEW Duple Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream and red.

1958 COMMER TS3, Eaton 2-speed axle, 41-seater full-luxury Plaxton body, fitted with radio, radio, heater, interior red, exterior cream and grey, in excellent condition throughout, certificate of fitness 1965.

1957 COMMER TS3, 41-seater full-luxury, Duple body, fitted with radio, heater, Formica side panels, lift-up roof lights, in excellent condition throughout, certificate of fitness 1964.

1956 BEDFORD PLAXTON, 41-seater full-luxury body, fitted with heaters, glass roof quarters, lift-up roof, cream, many other extras, in immaculate condition throughout, certificate of fitness 1966.

1956 BEDFORD SUPER VEGA, 41-seater full-luxury body, Duple body, fitted with heater, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

1955 COMMER TS3, 39-seater full-luxury Plaxton body, Ventura body, fitted with heater, lift-up roof, cream, good clean condition throughout, certificate of fitness 1965.

1955 COMMER TS3, 41-seater full-luxury Duple body, fitted with heaters, Formica side panels, interior autumn tint moquette, exterior red and blue, in immaculate condition throughout, certificate of fitness 1965. Choice of two.

1953 SENTINEL, 41-seater full-luxury Plaxton body, fitted with heater, Formica side panels, in good clean condition throughout, certificate of fitness 1963.

1953 BEDFORD PLAXTON, 41-seater full-luxury body, fitted with heater, Formica side panels, in good clean condition throughout, certificate of fitness 1963.

1953 BEDFORD SUPER VEGA, 37-seater full-luxury Duple body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

1952 A.E.C. 9.6 oil engine, 39-seater full-luxury, glass roof quarters, body, fitted with heater, in good clean condition throughout, certificate of fitness 1962.

1952 DENNIS FALCON, full-front 33-seater full-luxury throughout, certificate of fitness 1962.

1950 BEDFORD VEGA, fitted with a petrol and oil engine, 29-seater full-luxury Duple body, Formica side panels, in good clean condition throughout, certificate of fitness 1962. Choice of three.

1949 BEDFORD Mk. III service bus, 31-seater, fitted with Dunlop seats, in good clean condition throughout, certificate of fitness 1962.

SEVERAL coaches suitable for workmen and mobile S shops, at very reasonable prices.

WHY not call at our premises and inspect the finest selection of late-model vehicles in the country, or let us call on you and demonstrate anything you may require without obligation.

PART EXCHANGES HIRE PURCHASE.

YOUR FORD DEALERS
PHONE: SYDENHAM 2224-5-6.
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BUSES AND COACHES**

ACTUALLY IN STOCK AND READY
FOR IMMEDIATE SERVICE.

1952 LEYLAND Royal Tiger coaches, full air brakes, underfloor engine, no bulkheads, all in excellent condition and certified, choice of four, £950 each.

1952 A.E.C. Mk. IV underfloor engine, with full air brakes, 39-seater coach, in very excellent condition throughout, 34-seater, £895.

LEYLAND PSI 33-seater coaches, all with good, clean, sound bodies and good seats, first-class machines, £325 each.

BRISTOL Super 35-seater service buses, SW Gardner B engines and 5-speed gearboxes, Burlington bodies and seats in almost new condition, certified 1962 and 1963, £320 each; choice of 10.

1949 A.E.C. Mk. III 34-seater service buses, all with 9.6 engines, full air brakes and crash-type gearboxes, very lovely order and condition all certified, £340 each.

1949 A.E.C. high- and low-bridge double-deckers, all with 9.6 engines and full air brakes, good clean, sound, serviceable machines, some RT types with all-metal bodies, £350 each choice of 12.

A.E.C. High-bridge 7.7 double-deckers, all with 9.6 engines and full air brakes, good clean, sound, serviceable machines, some RT types with all-metal bodies, £350 each choice of 10.

1952 A.E.C. High-bridge 7.7 double-deckers, all with 9.6 engines and full air brakes, good clean, sound, serviceable machines, some RT types with all-metal bodies, £350 each choice of 12.

1952 A.E.C. High-bridge 7.7 double-deckers, all with 9.6 engines and full air brakes, good clean, sound, serviceable machines, some RT types with all-metal bodies, £350 each choice of 10.

1952 A.E.C. High-bridge 7.7 double-deckers, all with 9.6 engines and full air brakes, good clean, sound, serviceable machines, some RT types with all-metal bodies, £350 each choice of 10.

1952 A.E.C. High-bridge 7.7 double-deckers, all with 9.6 engines and full air brakes, good clean, sound, serviceable machines, some RT types with all-metal bodies, £350 each choice of 10.

1952 A.E.C. High-bridge 7.7 double-deckers, all with 9.6 engines and full air brakes, good clean, sound, serviceable machines, some RT types with all-metal bodies, £350 each choice of 10.

1952 A.E.C. High-bridge 7.7 double-deckers, all with 9.6 engines and full air brakes, good clean, sound, serviceable machines, some RT types with all-metal bodies, £350 each choice of 10.

FRANK COWLEY.

3 BLACKFRIARS ROAD,

SALFORD, 3

Phone: Manchester Blackfriars 7577 and Blackfriars 1048, 927-473

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.
LONDON'S LEADING PASSENGER AND
COMMERCIAL VEHICLE SPECIALISTS
HEAD OFFICE—
HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX
Howard 1266.

NEW 1961 MODEL COACHES.

IMMEDIATE DELIVERY FROM STOCK—

BEDFORD SB3 petrol engine, Duple 41-seater Super Vesta glass roof quarters, heater, radio, cream, all with other extras, finished red and cream, ex-demonstrator, special offer.

BEDFORD SB3, petrol engine, Harrington Crusader 41-seater, glass roof quarters, radio, Formica panels, other extras fitted, finished cream, ex-demonstrator, special offer.

BEDFORD SB3, 300-cu-in. oil engine, 5-speed gearbox, fitted Duple 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream, ex-demonstrator, special offer.

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1.
Victoria 6033.

A SELECTION OF 50 USED COACHES
IN STOCK

BEDFORD.

CHOICE of 10 1956-57-58-59 41-seater Duple, Plaxton and Burlingham coaches, petrol engines, all with current certificates of fitness.

CHOICE of 12 1951-53-55-57-58-59 33-seater Duple, Plaxton, Burlingham, Harrington coaches, petrol and diesel engines all with current certificates of fitness.

CHOICE of several 1946-50 BEDFORD 29-seater Duple Vista coaches, with current certificates of fitness.

A.E.C.

CHOICE of six 1954-58 Reliance 41-43-seater Duple and Burlingham coaches with current certificates of fitness.

CHOICE of six 1951-52 Mark IV 9.6 Burlingham Yeates Heavy coaches all with current certificates of fitness.

LEYLAND.

CHOICE of four 1951-52 Royal Tiger 39-41-seater Harrington coaches, all with current certificates of fitness.

CHOICE of several 1947-50 PSI-1 and Comet, Duple and Burlingham coaches with current certificates of fitness.

ALL THE ABOVE COACHES ARE OFFERED AT ATTRACTIVE PRICES AND INSPECTION AND DEMONSTRATION CAN BE ARRANGED FROM OUR DEPOTS AT—

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LTD.

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WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

SEE SEPARATE ADVERTISEMENT UNDER
COMMER.

NEW BEDFORD diesel, fitted 2-speed axles or 5-speed box, 41-seater Burlingham coaches, immediate delivery, special pri's to clear.

1960 FORD THAMES TRADER diesel 41-seater Burlingham, £2,800.

BEDFORD petrol 41-seater Duple Super Vega coach, red and grey moquette, blue and cream exterior, £2,700.

1958 BEDFORD SB8, Leyland Comet 350 diesel engine, 41-seater Plaxton coach, radio, heaters, etc., certified 1965, £2,700.

BEDFORD petrol 41-seater Duple, red interior, cream exterior, £2,600.

1955 BEDFORD petrol 36-seater Burlingham coach, certificate of fitness 1965, £1,800.

1954 GUY ARAB (Gardner 6HLW) 41-seater Burlingham Seagull, certified 1964.

1954 A.E.C. RELIANCE (7.75) 41-seater Burlingham Seagull, heater, radio, 2-tone grey.

1953-54 BEDFORD SB (petrol) 33-38-seater Duple Super Vega, Plaxton Envoy, Yeates, Burlingham and Gurney Nutting, choice several, all certified.

1952 A.E.C. MARK IV (9.6-litre) 41-seater Yeates, certified 1962, heater, fitted dual blue.

A.E.C. REGAL MARK IV (9.6-litre) 41-seater Burlingham Seagull, heater, radio, choice two.

1952 COMMERCIAL VEHICLES (petrol) Reading 14-seater, cream and red, heater, certified 1962, £750.

1951 LEYLAND Royal Tiger (9.8-litre), 41-seater Burlingham Seagull, cream-red, heater, radio.

Sept. 22, 1961—THE COMMERCIAL MOTOR 83
(Supplement)

Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), LTD.
COACH SHOWROOMS AND SERVICE STATION,
FARNHAM TRADING ESTATE,
FARNHAM, SURREY.

Phone Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.

AFTER 6 P.M. FARNHAM 4481.

WE are now taking orders for 1962 model coaches. Delivery from September onwards. Duple, Plaxton, Burlingham 41-seater bodies on new Bedford petrol and diesel-engined chassis, 2-speed axle optional, also new Bedford 29-seater models.

LET US quote you now for your next year's requirements.

IMMEDIATE delivery of the following high-class second-hand coaches.

1961 TROJAN 11-seater, blue, high-back seating, heater, lift-up roof vent, one owner, four miles, £1,275.

1959 BEDFORD SUPER VEGA, red interior, £2,050.

1958 BEDFORD petrol 41-seater Super Vega body, red interior, very clean, £2,475.

1957 BEDFORD fitted new Bedford 300-cu-in. diesel engines, Duple 41-seater Super Vega body, red interior, £2,850.

1957 BEDFORD petrol 37-seater, blue interior, blue and grey exterior, one owner only, above average condition, £2,400.

1954 BEDFORD YEATES 36-seater, red interior, cream and red exterior, one owner, certificate of fitness 1964, £1,650.

1952 BEDFORD petrol 27-seater Gurney Nutting body, certificate of fitness 1962, £795.

1952 DENNIS L10 chassis full fronted Strachan body, 11-seater, green interior, certificate of fitness 1962, £250.

1951 DENNIS EAGLON, 35-seater Plaxton body, 5½-1½ 2-speed axle, red interior, £675.

1950 DAIMLER CDV6 fitted 35-seater Gurney Nutting body, high-back seating, certificate of fitness December, 1962, £750.

1949 BEDFORD MK. V 29-seater Vista, blue, high-back seating, certificate of fitness 1963, £175.

1949 LEYLAND PSI Burlingham 31-seater body, one owner only, red interior, certificate of fitness 1963, £295.

1957 BEDFORD SUPER VEGA petrol Duple 41-seater, glass roof quarters, heaters, really clean coaches, choice of two, £2,975.

WE specialize in speedy crash repairs. All trimming, painting, signwriting, steam cleaning and bodybuilding can be carried out at our modern premises. We can normally hire you a coach while your vehicle is being repaired. Our representative will be delighted to call on you to discuss your requirements without obligation.

E. J. BAKER AND CO. (DORKING), LTD.

COACH SPECIALISTS OF THE SOUTH.
FARNHAM, SURREY.

927-17

COMBERHILL MOTORS, LTD.

INGS ROAD, WAKEFIELD.

Phone 6771 (10 lines).

NEW FORD TRADER diesel 41-seater Plaxton Embassy, certified 1968, one available.

1959 BEDFORD SB3 petrol 41-seater Duple Super Vesta, 3-seater, radio, heater, all in excellent condition. (One 7 ft. 6 in. wide.)

1959-60 BEDFORD SB3 petrol 41-seater Burlingham Seagull, heater, choice of two.

1958 BEDFORD SB3 petrol 41-seater Duple Super Vega, heaters, choice four.

1958 COMMER TS3 (Rootes diesel) 41-seater Duple Super Vega, heaters, choice six.

1957 COMMER TS3 diesel 41-seater Beadle Ro-Heater, certified 1964, heater.

1954 GUY ARAB (Gardner 6HLW) 41-seater Burlingham Seagull, certified 1964.

1954 A.E.C. RELIANCE (7.75) 41-seater Burlingham Seagull, heater, radio, 2-tone grey.

1953-54 BEDFORD SB (petrol) 33-38-seater Duple Super Vega, Plaxton Envoy, Yeates, Burlingham and Gurney Nutting, choice several, all certified.

1952 A.E.C. MARK IV (9.6-litre) 41-seater Yeates, certified 1962, heater, fitted dual blue.

A.E.C. REGAL MARK IV (9.6-litre) 41-seater Burlingham Seagull, heater, radio, choice two.

1952 COMMERCIAL VEHICLES (petrol) Reading 14-seater, cream and red, heater, certified 1962, £750.

1951 LEYLAND Royal Tiger (9.8-litre), 41-seater Burlingham Seagull, cream-red, heater, radio.

927-45

THURGOODS OF WARE.

NEW FORD TRADER 41-seater Super couch, nearing completion, red interior, exterior finished to your instructions, 2-speed axle, many extras, £4,099.

1957 BEDFORD VEGA (41) petrol, 8 ft. wide, cream and brown, radio, heater, radio, heater, discs, £2,275; another, red and cream, £2,275, n.o.n.

1955 BEDFORD (40) all-metal bus, petrol, 8 ft. wide, exterior blue and cream, £2,600, £1,200.

1955 BEDFORD (40) exterior, red interior, certified to 1966, immaculate, £2,600.

1952 BEDFORD VEGA (35), maroon and cream, 7 ft. 6 in. wide, nice condition, certified to September, 1965, £975; another two, blues, £975.

1951 MAUDSLAY, 7.7 engine, G71 full-front Plaxton.

PHONES, Ware 2383, nights 2896

927-75

A51

Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION
OFFER IMMEDIATE DELIVERY.

NEW FORD Thames Burlingham Seagull 41-seater de luxe.

1959. June, BEDFORD Super Vega Duplex 41-seater luxury coaches, cream exterior, certificate of fitness 1966.

1959 BEDFORD Yeates de luxe 41-seater, blue and cream, certificate of fitness 1966.

1958 COMMER TS3 Duplex 41-seater, cream and red, certificate of fitness 1965.

1958 BEDFORD Leyland unit, 40-seater Duplex bus-type body, high-back seating, luggage boot, green and cream, certificate of fitness 1965.

1955 BEDFORD Duplex 36-seater, R6 diesel unit, certificate of fitness 1965.

1951 LEYLAND PS2 Burlingham full-front 33-seater coach.

1948 LEYLAND PDI high-bridge M.C.W. 56-seaters (choice of five).

1946 LEYLAND PDI high-bridge 56-seaters, M.C.W. coachwork.

A Number of 1949-50 Alexander all-metal-frame 53-seater low-bridge double-deck buses, excellent order, certificates of fitness up to 1963.

1948 A.E.C. 7.7 Burlingham 36-seater bus, certificate of fitness to 1963.

1946 A.E.C. 7.7 low-bridge Northern Counties type bodies, certificate of fitness 1963, good order, choice of two.

A Number of A.E.C. 7.7 and Leyland PS1 34-, 36-seaters, still works contractors, bargain prices.

A Fitted 1949 Burlingham 35-seater bus bodies.

A Number of LEYLAND PS1 Burlingham 31-seater coaches, 7.7 engines 1948-49.

GUY Arab 33-seater low-bridge Eastern Counties coachwork, Gardner 3LW power unit.

FOR RELIABLE VEHICLES CONTACT

MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE,
LONGTON, PRESTON, LANCS.

Phone: Longton, Lancs. 3255-6.

WHOSE REPUTATION IS YOUR GUARANTEE OF A GOOD VEHICLE AND A FAIR DEAL.

927-85

TAYLORS (P.S.V.), LTD.

WORCESTER STREET AND EASTERN AVENUE,
GLOUCESTER.

Phone: Gloucester 22228.

HAVE FOR SALE THE FOLLOWING SELECTION OF GOOD USED COACHES

WHICH MUST BE SOLD.

1960 BEDFORD Burlingham, fitted radio, heaters and wheel discs, red-grey moquette.

1959 Thames Plaxton, modified engine, radio, heaters, wheel discs.

1958 BEDFORD Duplex 41-seater, radio, heaters, wheel discs, tubeless tyres 9.00 x 20, this vehicle has only done genuine 15,000 miles, is as new.

1957 BEDFORD 41-seater Duplex, choice of two clean vehicles, certificates of fitness 1965.

1954 BEDFORD Duplex, 36 seats, very clean, radio, heaters, certificate of fitness 1966.

1953 BEDFORD Utilibus P.S.V. 12 seats.

1961 Thames Martin Walter P.S.V. 12-seater.

1960 A.S.O. selection of BEDFORD 29- and 33-seaters with certificates of fitness.

A 1960 A.E.C. and Leyland half cab.

NORTHERN AREA:
BLACKPOOL 42784.

SOUTHERN AREA:
GLOUCESTER 22228 OR

TIBBERTON 324.

928-6406

E. BYNG AND SONS, LTD.

291 FRATTON ROAD,

PORTSMOUTH.

Phone: 23122.

1961 BEDFORD diesel 41-seater Duplex, red interior, certificate of fitness, choice of two, £3,800.

1961 BEDFORD diesel 41-seater Plaxton C-type, red interior, certificate of fitness 1968, choice of two, £3,400.

1960 BEDFORD petrol 41-seater Duplex, red interior, certificate of fitness 1967, £3,700.

1959 BEDFORD petrol 41-seater Burlingham, grey and red interior, certificate of fitness 1966, £2,200.

1958 COMMER TS3 39-seater Duplex, autumn tint interior, certificate of fitness 1965, £1,700.

1947 BEDFORD Vista 29-seater, in good running order, £150.

ALL the above vehicles are fitted with heaters and many other extras, exterior colours are finished in two shades of blue.

927-377

A52

Used Passenger Vehicles (contd.)

CHARLES COPPOCK, LTD.

SERVICE BUSES.

THE GARAGE.

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

COACHES.

SALE AT SALE.

LEYLAND

LEYLAND

LEYLAND

PD.2

PD.2

PD.2

1949

LEYLAND, 9.8-litre oil engines, 53-seater, Brush low-bride double-deck buses.

ENGINES

ENGINES

ENGINES

100

100

100

NEW in stock M.O.S. reconditioned petrol engines, Bedford 28-b.h.p., Morris 6-cylinder 23.4-b.h.p. CL and CB types, complete, including clutch. All packed in separate weather-proof wooden cases.

PHONE. SALE 5633.

GRAMS "BUSUNITS" 927-72

1953 BEDFORD 37-seater Duplex, 8 ft. fitted with heater, radio and speech amplification, certificate of fitness May 1964, new engine fitted 1960, very nice condition, maroon exterior.

1952 BEDFORD 35-seater Duplex, 7 ft. 6 in. quarter lights, fitted with heater, radio and speech amplification, certificate of fitness April 1962, new engine fitted late 1960, good condition, maroon exterior.

1955 BEDFORD 37-seater Duplex, 8 ft. fitted radio, certificate of fitness 1964, red and cream exterior.

1954 BEDFORD 8-ft. 36-seater, Perkins R6, maroon and cream exterior, Formica sides, certificate of fitness 1964.

1959 BEDFORD 8-ft. 41-seater, diesel, all extras, new Bedford diesel engine fitted 26.6.61, certificate of fitness 1965.

1960 Thames Burlingham 41-seater, one owner, certificate of fitness 1967.

1960 (1961 model) Thames Duplex 41-seater, ex-demonstrator.

1960 BEDFORD diesel Duplex 41-seater, one owner.

TWO only

1961 Models, Thames coaches with Duplex bodies. For immediate delivery.

1962 Thames Harrington, Plaxton or Duplex. Order now for your own specification and assured delivery for 1962 season.

FOR demonstration at your own convenience phone

Mr. Ralph Gill, Waterloo 4959.

DISPATCH MOTORS,

246 BOROUGH HIGH STREET, S.E.1.

Waterloo 5991. 927-110

END-OF-SEASON BARGAINS.

STARLING REDUCTIONS.

FIVE-YEAR CERTIFICATES

1951 LEYLAND Royal Tiger Yeates 41-seater, blue and cream, red interior.

1951 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, choice of two.

1953 BEDFORD Duplex 35-seater, blue and cream, certificate of fitness 1962.

1952 LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue and cream, certificate of fitness 1962.

1948 FODEN, 6EW Gardner, Windover 33-seater, blue and cream, fawn interior, certificate of fitness 1963.

WE are prepared to submit vehicles with short-term request.

STOCKLAND GARAGE, LTD.

MARSH HILL, ERDINGTON,

BIRMINGHAM, 23.

Phone: Erdington 2488. 927-155

W. HAROLD PERRY, LTD.

MAIN FORD THAMES P.S.V. DEALERS.

STATION BRIDGE, WEALDSTONE,

MIDDLESEX.

1951 MAUDSLAY 39-seater coach, certificate of fitness 1963.

1949 COMMER Avenger Plaxton 33-seater, certificate of fitness 1963.

1949 BEDFORD O.B. Thurnrod 29-seater, uncertain or mobile shop.

1948 DENNIS Lance, Yeates 35-seater, certificate of fitness 1962.

PART-EXCHANGE. HIRE-PURCHASE.

PHONE. HARROW 1031. 927-266

Used Passenger Vehicles (contd.)

SAVILLE MOTOR SALES LTD.

HARVESTER HOUSE,

STRATFORD ON AVON.

Phone: 4242.

OFFER THE FOLLOWING SELECTION OF USED BEDFORD COACHES.

ALL THESE VEHICLES ARE IMMACULATE AND WELL RECOMMENDED.

1954 BEDFORD petrol 35-seater Plaxton, finished in black and ivory, red interior, radio and heaters, certificate of fitness March, 1964.

1954 BEDFORD 36-seater Duplex Vega, fitted with new Perkins R6 diesel engine, roof quarter lights, Formica side panels, finished in blue and cream, 7 ft. 6 in. wide, certificate of fitness June, 1964.

1954 BEDFORD petrol 36-seater Burlingham, re-painted cream and re-trimmed in maroon, fitted radio and heaters, certificate of fitness June, 1964.

1952 BEDFORD petrol 33-seater Duplex Vega, roof quarter lights, finished in red and cream, re-conditioned engine fitted, certificate of fitness December, 1961.

1951 BEDFORD, petrol, 33-seater Churchill body.

1950 FODEN 6LW (from end) 33-seater, full front, very clean interior, certificate of fitness April, 1964.

1948 MAUDSLAY 7.7 with Duplex half-cab, certificate of fitness September, 1962.

1936 LEYLAND T57, rebodied in 1949 with Harrington 33-seater body, clean interior, certificate of fitness January, 1963.

A LSO a selection of vehicles suitable for works service or mobile shops.

HIRE-PURCHASE FACILITIES.

PART-EXCHANGE.

927-403

BIRMINGHAM COACH SALES, LTD.

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone: Midland 1355.

NEW 1961 FORD Duplex for immediate delivery.

1958 BEDFORD petrol, 41-seater Burlingham body.

1957 BEDFORD 41-seater Duplex, wireless, P.A.

1956 COMMER TS1 41-seater Duplex body, 2-speed axle, certificate of fitness 1966.

1954 BEDFORD 36-seater Yeates, exceptionally clean vehicle, excellent tyres.

1953 BEDFORD 35-seaters, Burlingham and Duplex bodies.

1952 BEDFORD 29-seaters and 35-seaters, Duplex reclining seats.

1951 BEDFORD Duplex, now being reconditioned, can be painted to customer's requirements.

WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.

BIRMINGHAM COACH SALES, LTD.

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone: Midland 1355.

AFTER HOURS, WOLVERHAMPTON 36833,

BUSINESS ON SUNDAYS BY APPOINTMENT.

927-402

LUTON COMMERCIAL MOTORS, LTD.

THAMES HOUSE,

DUNSTABLE.

MAIN FORD DEALERS.

1961 BEDFORD SBI Plaxton C-type Embassy 41-seater with 5-speed gearbox and extras, etc.

1961 BEDFORD Yeates Europa 41-seater with 2-speed axle and extras, etc.

Thames Plaxton Embassy 41-seater with Eaton 2-speed axle and extras, etc.

Thames Plaxton 41-seater with Eaton 2-speed axle, radio and extras, etc.

1960 BEDFORD SBI Plaxton C-type Consort 41-seater with 5-speed gearbox, choice of two.

1959 BEDFORD SBI Plaxton C-type Consort 41-seater with radio and many extras.

1956 BEDFORD Duplex Vega 41-seater, with petrol engine, and certificate of fitness, 1966.

1955 BEDFORD Duplex 36-seater with many extras and certificate of fitness 1964 (December).

1954 BEDFORD RM Mk. II Duplex 38-seater, many extras.

1952 A.E.C. diesel 38-seater, painted two-tone blue, with all-weather body, heater, and certificate of fitness 1962.

PHONE. DUNSTABLE 64381.

(FIVE LINES.)

927-167

1959 BEDFORD Comet-Europa 41-seater, blue roof, extra side locker, £2,850.

1960 Thames Europa 41-seater, blue roof, extra side locker, £2,850.

1960 BEDFORD diesel Europa 29-seater, blue roof, extra side locker, £2,850.

1960 BEDFORD diesel Europa 36-seater, blue roof, speech amplification, roof marker lights, low mileage, £2,950.

E. SHIPLEY, LTD., Ashton-under-Lyne. Phone 1165, 929-6420

E. or evenings 2925

A11 the above vehicles are fitted with heaters and many other extras, exterior colours are finished in two shades of blue.

A52

Used Passenger Vehicles (contd.)

COACHES AND COMPONENTS, LTD.
469-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

DIESEL.

1960. April, BEDFORD 41-seater Super Vega £3,195, grey-pink.
1959. May, BEDFORD 41-seater Super Vega, £2,895, blue-grey.
1959. March, BEDFORD-LEYLAND 41-seater Super Vega, £3,150, blue-grey.
1958. April, BEDFORD 41-seater Super Vega, £2,750, red-tan.
1958. April, BEDFORD-LEYLAND 36-seater Continental, £2,975, blue-grey.
1958. July, BEDFORD 35-seater Super Vega, £1,250, red-cream.

PETROL.

1959. May, BEDFORD 41-seater Super Vega, £2,795, blue-grey.
1958. June, BEDFORD 41-seater Plaxton, £2,650, cream-blue.
1958. May, BEDFORD 41-seater Burlingham, £2,595, cream-tan.
1957. April, BEDFORD 41-seater Super Vega, £2,250, cream-blue.
1956. March, BEDFORD 41-seater Super Vega, £2,095, green-cream.
1955. April, BEDFORD 38-seater Super Vega, £1,695, green-ivory.
1954. April, BEDFORD 38-seater Super Vega, £1,550, red-cream.
CHOICE of several of each vintage in stock! 927-210

LES GLEAVE, LTD.

FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Phone, Smallwood 225, 226.

NEW 1961 Burlingham 41-seaters.

NEW 1961 Plaxton 41-seaters.

FOR EARLY DELIVERY.

1960 FORD Plaxton, quarter lights and many extras.
1959 BEDFORD Plaxton, quarter lights and many extras.
1959 BEDFORD Yeats 41-seater.
1958 BEDFORD Plaxton.
1958 BEDFORD Duple 41-seater.
1956 COMMER TS3 41-seater.
1952 BEDFORD Plaxton 33-seater; choice of two.
VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

LES GLEAVE, LTD.

FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
AFTER 8 P.M., PHONE SANDBACH 881 OR
SWINTON 2932. 927-187

V. COLEMAN

166 MAIN ROAD,
SUNDRIDGE, KENT.
Bridestow 291.

SEVERAL coaches suitable for work, contracts, etc. 927-260

1955 COMMER, glass roof quarters, radio, heater, all extras, blue and cream, in excellent condition, £2,250.

1952 Registered A.E.C., 77, fitted 35-seater full-size Eastern Counties luxury coach body, heater, quarter lights, very good condition, four-year certificate of fitness, Wesley's Coach Services, Stoke Goldington, North Bucks. Phone 226. 927-365

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AGRICULTURAL VEHICLES

LIMESPREADERS, 4 x 4 Austin, P6; 6 x 4 Studebaker, P6, Kenwall bodies. Cheap Headcorn 256. 927-87380

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, hand-drawn appearance, ideal weight distribution.

CARRIMORE 6X-WHEELERS, 12-ton, Carrimore Works, North Finchley, N.12. Hillside 3631-2-882

1950 A.E.C. Matador with 20-ton low-loading trailer, neck-over-axle, 21-ft. well. Snathend-H. on-Sea. Phone 43262. 927-161

COMMER TS3 artic. with 23-ft. S.A.E. trailer, 1957.

JACKERY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 927-348

Used Passenger Vehicles (contd.)

ERRINGTONS OF EVINGTON, LTD.

NEW BEDFORD diesel Duple Vega 41-seater, two weeks' delivery, special bargain price.

1958. November, MORRIS P.S.V. Kencoach, 11-seater, facing forwards, certified 1965, excellent condition, £415.

1955 A.E.C. Reliance Burlingham Seagull 37-seater, radio and heater, certified 1965, one private owner, excellent condition, £2,325.

1953 BEDFORD Duple Super Vega 35-seater, certified October 1963, £1,300.

1952 BEDFORD Duple Vega 33-seater, radio and heater, 1960.

1952 DENNIS Lancet full-fronted Yeates 37-seater, £650.

1951 LEYLAND Royal Tiger Burlingham Seagull 39-seater, 1950.

1947 LEYLAND PS1 Burlingham 33-seater, certified 1962, £300.

PART-EXCHANGE, HIRE-PURCHASE.

EVINGTON, LTD., LEICESTER.

Phone 38102-3. 927-246

KIRKBY AND SONS (SALES), LTD.

SOUTH ANSTON,
NEAR SHEFFIELD.

1952 BEDFORD 33-seater Duple Vega, certificate of fitness 1965, choice of two, £1,050.

1953 BEDFORD 33-seater Duple Vega, certificate of fitness 1963, £1,200.

1956 BEDFORD 41-seater Duple Super Vega, £2,385.

1956 BEDFORD 41-seater Yester Riviera, green moquette, green and ivory exterior, certificate of fitness 1966, £2,385.

1960 BEDFORD diesel 41-seater Plaxton, grey and blue exterior, red moquette, £3,400.

1958 A.E.C. Reliance 43-seater Harrington, front entrance, driver-operated door, very clean, £3,100.

1951 LEYLAND PS1 35-seater Plaxton, very clean, certificate of fitness 1964, £525.

1953 33-seater COMMER Plaxton, quarter roof lights, tubular racks, 1950.

PLEASE WRITE OR PHONE FOR OUR LATEST LIST OF QUALITY-TESTED COACHES.

Phone, Dinnington 541 (four lines) by day.

NIGHT PHONE, MANSFIELD 5395, DINNINGTON 577, WORKS 2963.

Southern Area, phone, Tavistock 2739. 927-186

WILLIAMS MOTOR CO. (MANCHESTER)

FOR THAT SMALL P.S.V.

USED VEHICLE.

1960, August, COMMER 11-seater (mileage 17,000), diesel, engine, certificate of fitness 1967, £695.

1960, July, TROJAN 13-seater rural bus, 9,000 miles, diesel, certificate of fitness 1967, £640.

We have a number of deals pending with other small coaches. Why not drop us a line or phone?

TRAFFORD STREET,

DEANSGATE, MANCHESTER, 3.

Phone, Dea 8781. 927-193

1958 LEYLAND Cub, 41-seater Duple Donington luxury body, first-class condition, certificate of fitness to 1967, £2,200; choice of two.

1958 A.E.C. Reliance 43-seater Plaxton luxury body, first-class condition, certificate of fitness to 1965, £2,900; choice of two. Apply Red House Garage Co., Victoria Rd. East, Hebburn-on-Tyne. Phone 83-2145.

1956 BEDFORD Duple, 41 seats, certificate of fitness 1966, immaculate, £2,150. 1952 Bedford Duple, 37 seats, certificate of fitness 1963, £1,200. 1951 Bedford Duple, 33 seats, certificate of fitness 1965, £900. 1961 Bedford Burlingham 35-seater, 37 seats, certificate of fitness 1963, £750. 1951 Kellner 41-seater coach, certificate of fitness 1963, £750. Hillside Coachers, Gardena Avenue, Luton. Phone, Luton 52165. 927-87149

1958 BEDFORD 41-seater, 37 seats, certificate of fitness 1966, £2,150. 1952 Bedford Duple, 33 seats, certificate of fitness 1963, £1,200. 1951 Bedford Burlingham 35-seater, 37 seats, certificate of fitness 1965, £900. 1961 Bedford Burlingham 35-seater, 37 seats, certificate of fitness 1963, £750. Hillside Coachers, Gardena Avenue, Luton. Phone, Luton 52165. 927-87149

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Sept. 22, 1961—THE COMMERCIAL MOTOR 85
(Supplement)

Used Passenger Vehicles (contd.)

LANCASHIRE MOTOR TRADERS, LTD.

OLYMPIC GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

SECOND-HAND COACHES.

WE are now taking orders for Bedford, A.E.C., Leyland, Duple and Plaxton coachworks for 1962.

1950 COMMER Avenger, 33-seater Burlingham Seagull coach, cream and grey exterior, blue interior, fitted heater, certificate of fitness to 1963. £450. 927-376

PERCY D. SLEEMAN, LTD.

LONDON COMMERCIAL DEALERS.

NEW COMMERCIAL, diesel or petrol, 11-seater, 0.9-1.0.

finished to instructions, 3-4 weeks' delivery.

1960 BEDFORD diesel 41-seater, choice of two.

one Duple, one Burlingham, small mileage.

1960 FORD Thomas 41-seater Burlingham, choice of two.

interior, blue or cream.

1955 A.E.C. Reliance 41-seater, all excellent condition.

choice of two.

1952 A.E.C. MK. IV 41-seater Burlingham, red interior, also one 1951 41-seater Burlingham.

and one 1950 41-seater, all with good certificates of fitness.

38 UBRIDGE ROAD,

EALING, W.5.

Ealing 7987. 927-387

1959 BEDFORD 41-seater Plaxton, diesel, £2,950.

1956 COMMER TS3, 41 Duple, new engine and gearbox, 3-year certificate of fitness, £2,350.

1950 LEYLAND PS1 Burlingham full-front 33-seater, £350.

1959 BEDFORD 29-seater Duple Vista, £1,850.

1948 BEDFORD 29-seater Duple Vista, £120, 0.9-1.0.

29 Brand-new Duple seats for sale, £215.

H.P. And exchanges.

CONWAY HUNT, LTD., Brix Rd., Ottershaw. Phone 927-493

927-493

NEW PASSENGER VEHICLES

BEDFORD

TWO new BEDFORD Martin Walter 12-seater Utilibus P.S.V. vehicles in stock, painted red with cream flash, transverse seats, £773 each.

TOM BYATT (STOKE), LTD.

VICTORIA ROAD,

FENTON,

STOKE-ON-TRENT.

Phone 48581, ext. 24. 927-374

LEYLAND

NEW LEYLAND PD3/2

D/D CHASSIS.

Automatic lubrication, pneumo-cyclic gearbox. Specification includes rear stabilizers and air brakes, interior furnishings and point specification to customer's requirements. Fitted with 72-seat highbridge Alexander body.

MILLBURN MOTORS, LTD.

GLASGOW phone, Bell 4977.

CARLISLE, Carlisle 2542.

PRESTON, Preston 3255. 927-487

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London and Middlesex. Early delivery Kombi, Microbus, van, pick-up, 12-ft. Old Brompton Rd., S.W.7. Free 7711.

927-918

ALLWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 927-225

A53

Miscellaneous Vehicles (contd.)

WHALEBONE MOTORS, LTD.,

1960 BEDFORD, Scammell unit, 300 engine.

1958 BEDFORD, Comet unit, fifth-wheel coupling.

1958 ATKINSON unit, 6LW Gardner engine.

1952 Karmire-Scammell coupling, recent overhaul.

SCAMMELL tandem-axle trailers.

NUMEROUS trailers, Scammell and fifth-wheel couplings, suitable for above.

10-12-TON low-loading trailer, 16-ft. well, 9.00 x 20

10 tyres, knock-off axle, fifth-wheel coupling.

WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD.

CHADWELL HEATH, ESSEX.

Phone, Seven Kings 5282. 927-439

1958 FORD Trader diesel tractor with B.T.C. low-loader trailer, whole outfit in good condition.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 927-180

1957 BEDFORD-SCAMMELL 8-ton unit, 300 diesel, 300-h.p. Scammell trailer, £420.

1955 BEDFORD 8-ton petrol Scammell unit with 21-ft. trailer, £350.

1955 BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £395.

23-TON Scammell 8-ton trailer. In immaculate condition.

CHANDLER'S MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Grc 2033-4. 927-305

BREAKDOWN VEHICLES

MACK 6 x 6 chassis and cab, petrol engined, unregistered, £525.

O.N.E. heavy-duty towing ambulance, twin solid tyres, apparently unused, £70.

L.W. VASS, LTD., Ampthill, Bedford. Ampthill 2255-6.

KARRIER 4 x 4, twin jib and power winch, £200.

Arterial Motors, Derby 4459. 927-7136

AUSTIN 6 x 4 breakdown truck fitted with winch gantry with blocks, good condition throughout, registered 1958, £300 o.n.o. Whitton, Cullompton 3316. 927-8260

NEW gantry type bodies with pulley blocks, £60 each.

A. R. LEWIS, 15 Farm St., Birmingham, 19. Nor 8933. 927-1935

A.E.C. Matador 4 x 4 breakdown recovery vehicle, new-type A.E.C. cabin and body, reconditioned 7.7 diesel engine, new Harvey Frost heavy-duty crane with certificate, power winch, air brakes and new wiring cost over £1,600, to clear £1,200. Apply to Farries Works, Framlingham, near Colchester, Essex. Great Bentley 230. 927-368

DIAMOND T 6 x 6 breakdown vehicle, power-driven lifting and twin-boom crane, in good working order, £1425.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 927-224

BEDFORD QL 4 x 4 with winch, first class.

MERTON ENGINEERING CO., LTD., Farns Rd., Feltham, Middx. Phone, Feltham 6208. 3045. 927-451

CATTLE CONVEYORS AND HORSEBOXES

1958 ThAMES 5-ton 4-cylinder diesel, fitted with 15-ft. 6-in. detachable stock container complete with deck, spring-assisted ramp, etc. immediate delivery throughout the South (Hereford, Ltd., Hereford Rd., Hereford). Phone 4221. 927-50

AUSTIN B.M.C. diesel 7-ton, 2-speed axle, power steering, latest model, fitted with a new Jennings 16-ft. double-deck cattle container, 7.5 ft. 6 in. high, in varnished self colour, remainder in light maroon, equal to new throughout, £1,225. Kitchens Garage, Chedde, Cheshire. Phone, Mercury 2882. 927-201

Cattle Conveyors and Horseboxes Wanted

CATTLE Truck wanted, container type, 5.6-ton, or container only. D. K. W. Cox, Preston, Devon. 927-8737

ESTATE CARS AND UTILITIES

1954 Vanguard estate, one owner, in excellent condition, £255. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 927-279

EX-W.D. VEHICLES

A.E.C., Albion, Austin, Bedford, F.W.D., Maudslay in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres. J. H. BOLLASON, Yokesford Hill, Romsey, Hants. Phone, Braishfield 395. 927-816

FOR sale. Vehicles and spares.

MOST types of commercial vehicles, civilian and ex-W.D. being dismantled for spares.

COMMERCIAL vehicles always required for dismantling.

SEND us your offers and requirements.

C. MORGAN AND SON, Waltham Chase, Southwark, Bishop's Waltham 133. 927-868

A.E.C. Matador 4 x 4, full air brakes, low mileage. N.W.6. Willesden 26590. 927-343

Miscellaneous Vehicles (contd.)

LUTON VANS AND PANTECHNICS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £350. Two-year guarantee.

FREIGHT ENGINEERING CO., LTD., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. 927-0780

1952 BEDFORD Luton 1,550 cu. ft., first-class condition, repainted and overhauled, new gear Michelin Metallas, sacrifice, £275. Phone, Congleton 570. 929-6402

AUSTIN B.M.C. vans for sale, 1,300 cu. ft. and 2,000 cu. ft., £1,900 and £1,200 respectively. Apply Frank Porter, Ltd., 77 London Rd., Derby. 928-6414

H. A. SAUNDERS, LTD.

AUSTIN DISTRIBUTORS.

AUSTIN 152 chassis with large-capacity boxvan body, two-tone blue.

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1957 BEDFORD 3-ton Luton van, 20,000 miles only, clear floor area, no wheel boxes, power winch, £450. Lawton-Goodwin, 135 Cricklewood Broadway, N.W.2. Gladstone 2229. 927-58

1956 DODGE diesel, 1,100-cu.-ft. pantechnicon, one owner, used for local deliveries only, excellent condition, ready for immediate service. Cambria Motor, Ltd., Sherborne, Dorset. Phone 681-2. 927-127

IMMEDIATE delivery new BEDFORD diesel 5-ton 1,250-cu.-ft. Luton (at Cardiff) Arlington Motor Co., Ltd., High Rd., Ponders End, Enfield, Middlesex. Howard 1266. 927-103

1958 B.M.C. MORRIS diesel Luton van, 4-ton, 1,000 cu. ft., engine overhauled, moderate mileage, replaced by larger vehicle, £450. Terms arranged. Hicks, Removals, 215 Summer Lane, Birmingham 19. Ass 1320. 927-157

1956 B.M.C. 5-ton Luton van, 1,900 cu. ft., 5.1 diesel, very clean, ready to go to work. £625. Phone, Stepney Green 5522. 927-350

1956 B.L. MORRIS diesel Luton van, 4-ton, 1,000 cu. ft., 1100 c.c., £702 10s., unpainted, 2-ton FG S200 diesel, 620 c.c., £1,147, unpainted. Croftons, Bishopsgate, 111. 927-463

1958 BEDFORD 4-ton Luton van, side shutter, approximately 1,000 cu. ft., £550. Phone, Regent 2262. 927-394

NEW FORD Trader, 6D, 1,860-cu.-ft. Luton van, painted grey, for immediate delivery. Ray Powell, Ltd., Tottenham 7771. 927-272

1955 FORD 4D, 1,500 c.c. alloy body, £300.

PIRBRIGHT GARAGE, Pirbright Rd., S.W.18. Van-dyke 6186. 927-291

1,300 To 1,500 cu. ft. 1954 BEDFORDS, choice of five integral cabs, aluminium bodies, petrol, £605. 927-305

1,050 C.U.F.T. 1958 BEDFORD 300 diesel pantechnicon. Plymax body, £500. 927-305

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1952 3-cd. Chasseye shovel, P6 engine, very clean machine. £175. Phone, 4326. 927-162

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SMITH'S used Karrer Bantam long chassis, 1960, complete with deck, spring-assisted ramp, etc. immediate delivery throughout the South (Hereford, Ltd., Hereford Rd., Hereford). Phone 4221. 927-50

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SIX refuse-collection vehicles, three Karrer CK3 low-side loaders, one Karrer CK3 rear loader, one Central side-loader. £1,750. Bedf. 1960, long chassis, 350 miles, £1,395; 1960 ThAMES Trader Supermarket with deep freeze, £1,495 and Bedford, Fordson and Morris used mobile shops and canteens for all trades. Lawton-Goodman 135 Cricklewood Broadway N.W.2. Gladstone 2226. 927-55

IMMEDIATE delivery new Ford ThAMES Trader 11-ton 4D diesel, refrigerated van of 320 cu. ft. capacity. Sparshatt container-in-body construction with Prestcold plant and holdover plates for -5 deg. £1,675. 927-87202

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Miscellaneous Vehicles (contd.)

BEDFORD 30-cwt. refrigerated boxvan, complete with compressor, recently overhauled, new diesel engine. Over Hall Garages, Ltd., Staines Rd., Bedford, Middx. 5741. 927-281

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LEYLAND Comet, Albion, Dennis, Bedford. Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, tankers, frameless articulators and independent tanker trailers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), 244, Station Garage, Botley, Southampton. Phone, Botley 2443. 927-660

BEDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon, 4 x 4 with pumping equipment, £280; 2,500-gallon A.E.C. 6 x 6, petrol engine, £650 or £800 with diesel engine.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. 922-841

ALBION second-hand ex-petrol tankers, 1,500-gal. capacity, three divisions, streamlined body, choice of six. Fishponds Motor Co., Bristol 6343-7. 930-6428

CARRIEMAN tractor, 1948, Meadows engine, perfect condition, complete with 1,600-gal. 5-compartment aluminium spirit tank on Carrimore semi-trailer, tandem axles, 14.00 x 20 tyres, ex-petroleum company, o.n.o. Monkton Motors, Ltd., Usbridge, Middlesex. Phone 38574. 927-126

LEYLAND Octopus, 3,600-gal. fuel oil or spirit tanker with pump, choice of several. B.M.C. 1,200-gal. fuel oil or spirit tanker with pump (petrol or diesel); choice of six.

DENNIS diesel 1,500-gal. 4-compartment spirit tanker, £1,250. AUSTIN diesel 1,000- and 1,200-gal. tankers, choice of 20, from £150 to £250 each.

BEDFORD articulated 2,400-gal. 4-compartment spirit tanker with pumps, choice of several.

BEDFORD diesel Scammell unit with 2,000-gal. 4-compartment trailer with pump.

1951 COMMER 1,800-gal. 4-compartment, very clean.

SEVERAL vehicle tanks only from 800 gal. to 3,600 gal. H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 927-163

TWO new Scammell articulators, 3,600 gallon, pressure discharge. New Bedford 4,000-gal. spirit tanker, New Austin 2,000-gal. tank, barged. Immediate delivery. Will separate either. 1957 Bedford tanker, 2,400 gallon, articulated. 1958 Leyland, 3,600 gallon, pressure discharge, 1951 pump. HATTER BROS. AUSTIN agents of Grays. Phone 927-132

SLECTION of new tankers, various models. FISHERWOODS GARAGES, LTD., 110 BUXTON ROAD, STOCKPORT. Phone 5083. 927-241

1,750-GAL stainless-steel single-compartment, insulated tank gravity discharge brand new, immediate delivery. Barton Townley, Ltd., Lancaster. 927-213

950-GALLON Bedford QL 4 x 4, excellent condition.

MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208. 3045. 927-482

FORD 6-wheeler double-drive 1850 3-compartment lagged tanker, £575.

1950 ALBION 1,500 gal., four compartments, ex-ALFRED CO., LTD., £250 each.

A. E. CONNORTON, 128 Brixton Rd., S.W.9. Brighton 7962. 927-421

1956, July, ATKINSON 6LWT. 746 unit, works reconditioned engine, new differential assembly, new radiator, new springs, new hubs, new 16-in. fibreglass tyres, 15% bills available, complete with Butterfield 3,600-gal. 6-compartment spirit tanker and one platform trailer, price £2,075. Russell Oil Co., Northampton. Phone, Chapel Brampton 2156. 927-8750

1951 MORRIS-COMMERCIAL 1,200-gal. tanker, three compartments, pink and black, £250 o.n.o. Pocock 3 Vyne Rd., Basingstoke 2582. 927-87504

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NLW hydraulic tipper.

DODGE 7-ton 7-yd. all-metal underbody end-tipper, drop sides complete in primer. Kim 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames.

7-TON Trader, 138-in. wheelbase. Pilot underbody ram, 7-ton, drop-side body, ready for work. £725. Balfam 1616. 927-22

1959, December, Dodge 8-ton tipper, coal body, £850.

1960, September, B.M.C. 7-ton platform, choice of two from £1,050.

1960, December, B.M.C. 7-ton platform, choice of two from £1,200. Phone, Albert Dock 2286. 927-9

1961 ThAMES Trader 75, 138-in. wheelbase with Pilot O.V. tipping gear, works mileage, £1,290.

Dodge short-wheelbase, R6 engine, 7-ton, £125.

1957 BEDFORD 7-ton long-wheelbase, Comet engine, £575.

1958 COMMER TS5, short-wheelbase, £575.

E.R.F., 4LW, medium wheelbase, £850.

J. H. HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 927-30

FOUR 1951-55 DODGE hydraulic tippers, wooden and steel bodies, £150-1225. East Greenwich Garage, Trafalgar Rd., S.E.10. Grc 4881. 927-168

Miscellaneous Vehicles (contd.)

1954 A.E.C. 9.6 6-wheel tipper, 22-yd. 3-piece drop-side wooden body. Edbro gear air brakes. G.L. 150. CHAMBERS ENGINEERING, Western Fiville, Aylesbury, Stoke Mandeville 2282. 927-170

1955 COMMER TS1 7-ton tipper. Pilot gear, good condition. 20 tyres. C licence holder, good condition. L225. Apply E. and F. Beattie, Ltd., Transport Dept., Mathews St., West Gorton, Manchester, 12. Phone, East 1897.

1958 FORD Trader 7-ton diesel 11-ft. 6-in. wheelbase tipper. Eaton 15000 rear axle. Pilot alloy tipping body and V3 gear, 9.00 x 20 tyres. C licence owner, good condition. L525. Box CM2623, care of "The Commercial Motor". 927-197

1961 GUY Invincible 8-wheel long-wheelbase tipper. Edbro front-end tipping gear, triple drop-sided body. Gardner 6LN engine, 6-speed box, double drive, 4-wheel brakes, many extras, almost as new vehicle. negotiable. 20 tyres. C licence holder. GUY. BEDFORD S-type long-wheelbase bulk tipper, 300 engine, 2-speed axle, very low mileage, in order.

1960 BEDFORD J-type tipper, 300 engine, 2-speed axle, Edbro twin ram, in excellent order, choice of three.

1960 DODGE 6-wheel tipper with Leyland 350 engine, 2-speed axle, air brakes. Edbro twin-ram gear, nearly new, well maintained.

1960 A.E.C. 8-wheel tipper with large alloy body, 9.6 engine, 5-speed box, air brakes, all new tyres, late property of well-known firm, in first-class order. 927-197

1949 A.E.C. 8-wheel tipper with large wooden body, nearly new tyres, 9.6 engine, double drive, in first-class running order, £750.

1959 THAMES Trader long-wheelbase bulk tipper, in good running order, £650.

A ALSO many other good tippers in stock.

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WELFORD ENGINEERING (OLDBURY), LTD.
HAINGE ROAD, TIPTON

Phone, Tipton 2721 927-143

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1960 THAMES Trader 7-ton medium-wheelbase tipper.

1960 FORD Trader 7-ton diesel short-wheelbase

Hydrova, brake tipper, £750.

1960 FORD Trader 7-ton diesel short-wheelbase, drop-side, Edbro, 14,000 miles, £675.

1959 BEDFORD Invincible forward-control short-wheelbase tipper, diesel, 2-speed axle, 7-ton, £485.

DAWNIER MOTORS, LTD., Ewell, By-pass, Surrey. Phone, Ewell 2382. 927-349

1956 Long-wheelbase BEDFORD diesel tipper, 300 engine, £275.

JACKERY AND CO. Maybells Farm, Ropner Rd., Barking, Essex. Dagenham 5583. 927-347

1956 BEDFORD short-wheelbase tipper with 8.6 diesel engine, fitted with Pilot tipping gear and panelled wood body, 9.00 x 20 tyres, in good running order, £345.

1954 BEDFORD short-wheelbase tipper with 8.6 diesel engine, U-type all-steel body, 9.00 x 20 tyres, in good running order, £245.

1958 BEDFORD short-wheelbase tipper, 300-cu.in. diesel engine, 2-speed axle, U-type all-steel body, 9.00 x 20 tyres, clean and good runner, £525.

VINCENT GREENHOUSES (HEREFORD), LTD., Lyde, Hereford. 7962. 927-349

29,000 Miles only, BEDFORD 5-cu.yd. steel drop-side tipper, first registered 1958, £475. Regate 2263. 927-392

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1958 DODGE long-wheelbase tipper, 350 engine, £600.

1957 LEYLAND long-wheelbase tipper, reconditioned engine, Eaton axle, £850.

1957 COMMER TS1 short-wheelbase tipper, £400.

1956 COMMER TS1 short-wheelbase tipper, £300.

1957 COMMER TS1 short-wheelbase tipper, £450.

1956 DODGE R6 short-wheelbase tipper, Eaton axle, £450.

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BROWNHILLS,
STAFFS.
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A. SPRINGALL, LTD., Plumstead Common, S.E.18. Woolwich 5313.

1957 GUY Warrior tipper, £600. Filling Station, Breda Rd., West Hartlepool. Phone 2382. 927-8750

Miscellaneous Vehicles (contd.)

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1959 BEDFORD-SCAMMELL forward-control diesel 8-ton tractor units, very clean condition, one careful owner, choice of six, £525 each. Phone, Calne 7171, 9 a.m. to 6 p.m. 927-880

1957 A.E.C. Mandator, 9.6 engine, 6-speed box, overdrive and tandem axle. York semi-trailer, fifth-wheel coupling, £2250.

1957 A.E.C. Mandator, 9.6 engine, standard 5-speed box, fifth-wheel coupling, £1250.

1959 COMMER Q4, P6 engine, 2-speed axle, Scammell coupling, 20-ft. Hands drop-side trailer. £175.

JON HUDDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 927-31

Sept. 22, 1961—THE COMMERCIAL MOTOR 87
(Supplement)

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TASKERS trailers and semi-trailers, for every type of load between 8 cwt. and 35 tons.

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BIRMINGHAM ROAD,
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NEW 11-ton 25-ft. trailer, Scammell coupling, 9.00 x 20 tyres, hardwood floor, £450 used tyres, £510 new tyres.

NEW 11-to 20-t. fifth-wheel trailer, vertical hydraulic landing gear, straight frame, 9.00 x 20 tyres, £550.

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24 HOUR service for Pilot and Edbro tipping gear.

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CARRIMORE 10-ton 22-ft semi-trailer with head and tail boards, excellent condition, complete with rear coupling for unit, £165. Phone, Birmingham, Ast 346. 927-136
YORK 20-ton tandem axle trailer, air brakes, fifth wheel, 25-ft platform, £850
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TWO 30-ft Tasker trailers.
ONE semi-low-loading Scammell trailer.
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Miscellaneous Vehicles (contd.)

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BRAND-NEW Scammell 12-ton 25-ft. platform trailer, £250.
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ROGERS 45-ton trailers, choice of two.
CARRIMORE 25-ton, 20-ft. well, knock-out axles.
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10 TON 20-ft. Scammell trailer, perfect.
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7-10-TON 8-wheeled flat platform trailer chassis, manufactured by Templewood Engineering Co., length 21 ft. 6 in. with 7 ft. 6 in. width, fitted twin wheels front and rear, tyres size 29 x 8 as new, fitted air brakes, with piping attachments, £275. L. A. Rich, 514 Coldhams Lane, Cherry Hinton, Cambridge. Phone 47597. 927-469

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SALES AND SERVICING AGENTS FOR E.D.B. AND E. PILOT, TELEHOIST, ANTHONY, WESTON AND AUTOLIFT TIPPING GEARS.

REPLACEMENT PT.9 PUMP UNITS AND RAMS ALWAYS IN STOCK.

WELFORD ENGINEERING (OLDBURY), LTD. Haining Road, Tipton. Phone, Tipton 2721. 927-144

PILOT tipping gears and exchange pt.o. pumps from stock.

MIDLAND distributors.

BODIBUILT, LTD., 166 Streetly Rd., Erdington, Birmingham, 23. Phone, Erd 6909. 938-6412

Tipping Gears Wanted

17-FT. tipping body and rear required for new Rover. 928-BX7409

TYRES AND TUBES

STUCK tyres and tubeless leakers completely avoided by fitting with Tyrepatch (reqd.) anti-adhesive. For covers frozen to untreated rims, apply Coaxite (reqd.) penetrant-lubricant. Guaranteed harmless to rubber. From all main factors.

3X 8 12-ply £21. 7.50 x 20 Cross Country or 7.00 civilian tread, 8-ply, £12. 10.50 x 20 remoulds, £11. 7.00 x 16 remoulds, £5. All carriage paid.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. 222-924

1100/1050 x 20 (12-ply), Avon, India, Michelin, etc. 216 15s. each.

1100 x 18 (10-ply) Firestone-Fiat, £12. 5s. each.

1050 x 16 Dunlop, Goodyear, £14. each.

900 x 20 (10-ply) Firestone (H.D. truck and bus), £14. 10s. each.

900 x 16 Michelin, £12. 15s. each.

600 x 16 Dunlop (Trak grip), £5. 7s. each.

All above are NEW (Government surplus).

GORDON L. POOLE AND CO. LTD., OXFORD HOUSE, OXFORD STREET, SOUTHAMPTON. Phone, 24024. 927-6384

24 11.00 x 20 tyres, wheels 95% new, £10. each. offers for lot.

R. LEWIS, 15 Farm St., Birmingham, 19. Nos. 8933 and Har 3938. 927-152

SEATS

WANTED 50-100 Bedford CA van seats with or without the adjustable slides, must be in good condition. R. W. Osborne and Son, Ltd., Saffron Walden, Essex. Phone, Saffron Walden 3313. 927-405

D. W. Price and Sons, Ltd. 222-874

TRIPLEX "tilted while you wait" British Steel Frame Co., Shoreham 3272-4. See Windscreens. 222-852

SEATS

SET of 29 Dunlop full luxury seats (autumn tint), suitable for Bedford, Commer, coach, cheap. Phone, Stoke-on-Trent 33669. 927-x7503

SHOCK ABSORBERS

SORBIER ACCESSORIES, LTD., specialists in commercial units reconditioned or supplied. 16a Oxen Mews, S.W.7. Fremantle 9323. 222-638

WOODHEAD-MONROE Distributors with prompt service. Larkin Forge, Ltd., Springfield Rd., Chesham, Bucks. Phone, Chesham 8967 (3 lines), 8905 (2 lines). 929-6397

SPEEDOMETERS AND MILEAGE RECORDERS

SPEEDOMETER SUPPLY CO., LTD. Repairs to return 34 Shelton St., London, W.C.2. Established 1912. Covent Garden 2066-7. 222-988

Spare Parts and Supplies (contd.)

36 X 8, 12-ply, £23. 10s.; 14-ply, £35. 10s.; 6.25 x 20, 12-ply, £24. 5s.; 14-ply, £25. 10s. New tyres, carriage paid, other sizes pro rata.

THE BRITISH RUBBER CO., Station Buildings, Station Rd., Balsall, Yorks. Phone: Shipley 55427. 222-891

H. MATTHEWS, LTD., 89-97 Stockwell Rd., S.W.9. Phone: Brixton 2026. (Established 55 years.)

THE tyre specialists offer among many others the following bargains: Brand-new, unused 14.00 x 20 remoulds, 12.00 x 20 remoulds, as above, 10.15 x 20 remoulds. Write, phone or call with your requirements. 927-669

NEW standard- tread tyres: 7.50 x 16, 6-ply, £9; 6.25 x 16, 6-ply, £7. 10s.; 7.50 x 20, 10-ply, £11. 10s.; new Trak Grip-tread tyres, 8.25 x 16, 8-ply, £15. 8.00 x 16, 6-ply, £5. 10s. New remoulds, standard tread: 5.25 x 16, £4; 5.75 x 16, £5. Cheques with orders, please. Tyres dispatched per B.R.S. carriage forward. Trade supplies Cunney and Stewart, Ltd., Attleboro, Derby. Phone: Leek 400.

CLAPTON TYRE SERVICE. Sound part-used tyres, 32 x 6, 1.1, £5; 32 x 6 H.D., 80s.; 7.50 x 16, 8.25 x 16, 10s.; 8.00 x 20, 11.5s.; 10.15 x 20, 13.5s. Money refunded if tyres not approved. Send order with order. 106a Cricketfield Rd., Clapton, London, E.5. Phone: Anh 7073.

TYRES for sale. "Surplus to Export Demands." Part-worn tyres, part-used, £1. 10s. Each. Example: 7.00 x 20, 7.50 x 20, 9.00 x 20, 11.5s. Cash- cheque, postal order with order. Prices include delivery. We are receiving regular repeat orders from many large concerns all over the country. All goods sent on 14 days approval against our money-back guarantee, whether used or unused. Write or phone for quotation for any sizes not shown.

REE, CM. The Sterling Tyre Co., Ltd., First Avenue, Montagu Industrial Estate, Edmonton, London, N.18. Phone: Edmonton 7373.

Spare Parts and Supplies (contd.)

FIVE new 11.00 x 20 Track Grip run-flat Dunlop T-5 wheel assemblies. £60. Inter: John Richards (The Smiths), Hinckley. Satop. Phone: Sambrook 191. 927-87406

Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash. W.H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026.

WELDING

BARIMAR for scientific welding repairs under Barimar money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crank cases, broken cylinder shafts in all other motors and diesel parts, perfectly repaired by Barimar. Speedy delivery and low costs. Barimar House, 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Nights calls, Renown 2148. Grams, Bariquamar, Walmer, London. Branches at Birmingham, Newcastle upon Tyne and Glasgow also operating at full blast. 927-750

ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding repairs to defective crankcase blocks, heads, gearboxes, etc. 927-875

TRAFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. 222-602

WHEELS

BEDFORD, Commer, A.E.C., Ford and most others, also wide-base conversion vans, 20,000 in stock.

TURNER AND KNIGHT, Southfield Paddock, Pope's Lane, Ealing, W.5. Ealing 4298. 927-913

JHON CHARTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Keasley, near Manchester. Phone: Farnworth 1884. 2,000. Wheels in stock of all types and sizes. English and American. 927-935

MISCELLANEOUS ADVERTISEMENTS**BUSINESSES, PREMISES, OFFICES, ETC.**

HAULAGE department for sale, freehold, Bedford seven miles, Luton six miles, M1 motorway 24 miles. Three-bedroomed house (60 years old), two large living rooms, very large kitchen, all modern conveniences, bathrooms, and

THREE-BEDROOMED bungalow and garage, newly erected, b and c.

MAINTEANCE garage and workshop, 50 ft. by 30 ft., 20-ft. pit, only one year old.

GARAGE bays for six lorries and a number of other buildings.

OFFICE and telephone.

GOOD hard roadway and large stand for lorries, in all extending to 12 acres, with main electricity and water, price £8,000. Box CM2615, care of "The Commercial Motor."

HAULAGE tipping business for sale £20,000 turnover, Essex area. Box CM2617, care of "The Commercial Motor."

BORDERS East/West Midlands, old-established removals, storage, transport business, large town but no national competition, six vehicles, four A, two B, £12,000. In addition commodious storage and garage premises can be purchased or leased, owner anxious to retire will give every reasonable financial assistance by way of H.P. or mortgage. Box CM2612, care of "The Commercial Motor." 928-8720

DEVON. Old-established petrol filling station with modern layout at road junction, 30,000 g.p.a.; modern 3-bedroomed house and shop, 16s acres, farm buildings, freshly vacant, possession £6,750 s.a. Vick and Price, 79 Bourport St., Barnstaple (phone 4388-91). 927-1

1960 Bedford-Scammell 10-12-ton artic with container boxvan body approx 1,000 cu. ft. Comet engine, intercooler, 100,000 miles. London, Scotland, based north west, limited company.

HAULAGE business, Birmingham, comprising of three vehicles with A licences, approx 16 tons for most goods, Great Britain only £3,950.

LIMITED company, based Manchester, two B licences, very wide user conditions, £950.

BEDFORD with A licence, north west area, limited company, £1,250.

1957 Bedford 7-ton long-wheelbase lorry with A licence, south eastern area, general goods, £1,975.

1959 Thames Trader 7-ton short-wheelbase tipper with B licence, based Manchester, £1,350.

FULLER particulars of the above supplied on request and some hire-purchase terms are available.

WILDE AND BENNETT, LTD.

HALEFIELD,

HADFIELD,

HYDE, CHESHIRE.

Phone: Glossop 2902-3.

AFTER HOURS 2356. 927-39

GARAGE and Filling station for sale as going concern on busy trunk road in West Eif. property and business of garage, filling station, also haulage, licences and coach hiring. Ample opportunity for further development on site and for future expansion. Apply Malcolm, Jack and Matheson, Solicitors, Walmer House, East Park, Dunfermline. Phone: Dunfermline 2855-7. 927-14

HAULAGE business including A and B licences, North Wales. Box CM276, care of "The Commercial Motor." 927-87514

Miscellaneous Advertisements (contd.)

STEEL-FRAMED building, 125 ft. by 120 ft., giving uninterrupted floor space approx. 15,000 sq. ft., steel frame, no partitions, roof only, £2,950 delivered to site within 100 miles radius. 927-5

E. L. PITTS AND CO. (COVENTRY), LTD., Brackley E. Town Station, Brackley, Northants.

SHEFFIELD. Open parking lot, 1,740 square yards, Shoreham St. Queens Rd. Suitable for commercial and light transport vehicles. Available for tenancy. For further details apply.

HYMAN STONE AND CO., SOLICITORS, Bank Chambers, 64 Fargate, Sheffield, 1. 927-3

HAULAGE business for disposal, South Cheshire district, 25-ton B licence. Box CM2618, care of "The Commercial Motor." 927-378

10 TONS, East Midlands. A licence on two modern vehicles, fully employed. Box CM272, care of "The Commercial Motor." 928-87477

DIESEL injection business for sale, situated in Horne Counties, fully equipped workshop, handling all types of injectors, also A-, B- and N-type injection pumps. Full details from Box CM2620, care of "The Commercial Motor." 927-258

Businesses, Premises, Offices, Etc., Wanted

HANNIBAL MOVEMENTS require small A/B licence businesses for sale, state price and vehicle details to 2 Rangoon St. E.C. 928-925

HAULAGE BUSINESS wanted in the Cheshire Area. Tipping vehicles. Box CM2610, care of "The Commercial Motor." 928-6499

WANTED, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, LTD.

HADFIELD,

HYDE, CHESHIRE.

Phone: Glossop 2902-3.

AFTER HOURS 2356. 927-37

HAULAGE business, general goods, Met. area, from 5-20 tons. Percy D. Sleeman, 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. 927-346

CONTRACTS FOR HIRE AND**WANTED**

OWNER-DRIVER requires contract for 8/10-ton lorry. Box CM2613, care of "The Commercial Motor." 927-8731

BULK haulage required for general A licence large capacity tipper. Box CM2413, care of "The Commercial Motor." 927-406

OWNER-DRIVER, based Liverpool, experienced all aspects of haulage, requires contract work, any part of the country, 4-wheel and trailer available or would purchase same to suit requirements. All replies answered. Box CM272, care of "The Commercial Motor." 927-87501

OWNER-DRIVER requires long-term contract, A or B vehicle to suit. Box CM279, care of "The Commercial Motor." 927-87500

Spare Parts and Supplies (contd.)

CRASSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All makes and sizes in stock. 928-988

SECOND-HAND wheels, most sizes in stock, reconditioned as new. Philip Lee, Ltd., Rutland St., Kibworth, Leics. Phone: 3590. 927-6226

50 750 x 20 8-stud, 3-piece road wheels. Anfield 4745. 927-446

WHEELBASE EXTENSIONS

BACO wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baco Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2286-7.

CHAFFIS DEVELOPMENTS, LTD., Skipton Industrial Estate, Luton 52371, for Bedford wheelbase extensions and York third-axle conversions. 932-6270

ATERIAL MOTOR BODIES, LTD., Salhouse Rd., Norwich. Phone: Norwich 46222, undertake guaranteed wheelbase chassis extensions on all makes. 927-901

WINDSCREENS

PURSPEX cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W.14. She 5132, 1426. 927-357

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repairs and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. 928-821

Miscellaneous Advertisements (contd.)

CONTRACT HIRE

CONTRACT hire of Land Rovers and light vans.

DORMOBILES of 12-seaters for sale or hire.

COMMERS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone: Guildford 62901. 927-501

WE supply any size of vehicle on contract hire. FOR details contact.—

TH E VINCENT FINANCE CO. (YEOVIL), LTD., Phone: Yeovil 2091. 927-173

FORK-LIFT TRUCKS

MOBILITI 1,500-lb.-capacity fork-lifts, single-cylinder air-cooled engines, good working order. £2,80. L. W. VASS, LTD., Amphiill, Bedford. Amphiill 3245. 928-6421

COVENTRY CLIMAX and conveyancer forklift trucks! A choice selection of electric, butane, gas, petrol and diesel models, from 2,000 lb. to 6,000 lb. capacity, 6 ft. to 12 ft. 10 in. full details, photographs and prices from Special Electric Dept., CM, Church St., Basford, Nottingham. Phone: 75716. 928-6421

Fork-lift Trucks Wanted

WANTED, 4,000-lb. 12-ft. lift, petrol or diesel, fork lift. Rosefield Salvage Co., Dumfries. Phone 513 or 862. 929-6405

FORK LIFT PALLETS

SLECTION of steel and timber fork lift pallets, 40 x 32, 48 x 30, 48 x 56 x 48, 72 x 48, etc., also 15-cwt. hand-elevating trucks and stilts. Rosefield Salvage Co., Dumfries. Phone 513 or 862. 929-6404

INSURANCE

PAUL CHILDS, LTD., insurance specialists. See our displayed advertisement on page 34. 927-631

SITUATIONS VACANT

AMIAMI, City and Guide, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams and courses in all branches of auto, diesel, aero, mechanical engineering, etc., write for 148-page handbook free. B.I.E.T., Dept. 725, 29 Wright's Lane, London, W.8. 927-6187

VAUXHALL and Bedford salesmen required. Write, giving fullest particulars, to Sales Manager, G.N. Ltd., 278-300 Balmham High Rd., S.W.17. 927-6401

EXPERIENCED commercial vehicle salesman of superior calibre, with first-class sales record and with the practised ability to negotiate at all levels is required by established estate agent. Good man to go to head fleet sales force. This junior executive position is a permanent pensionable appointment with excellent prospects and will appeal to the man with managerial ability unlikely to rise to executive status in his present employment. Apply in writing, giving fullest details to the Secretary, Ray Powell, Ltd., Eastern Avenue, Ilford, Essex. 927-6399

EXPERIENCED body shop foreman for commercial vehicle body building. Must have experience in steel and alloy construction. Give full particulars of experience and wages required. Transport Trading (Vehicles) Ltd., Clovelly Rd., Southbourne, or Emsworth, Hants. 927-6198

Miscellaneous Advertisements (contd.)

GLoucestershire County Council

COUNTY SURVEYOR'S DEPARTMENT.

STOREKEEPER

AT THE CENTRAL REPAIR DEPOT, BARRACK SQUARE, GLOUCESTER, SALARY £760 PER ANNUM RISING TO £825.

Applicants must have had considerable experience in storekeeping methods, particularly in Civil Engineering Plant and Commercial Vehicle components. Canvassing will disqualify.

Forms of application obtainable from and must be returned to the County Surveyor, Quay Street, Gloucester, by October 14, 1961.

GUY H. DAVIS,
Shire Hall,
Gloucester.
Clerk of the County Council.
927-13

WORKS Director:

A VACANCY occurs at Board level in a well-known transport company based in London and Home Counties, for an energetic and ambitious young man with a strong engineering and managerial background. Salary is virtually no object, though minimum must be £1,000. Important nature of appointment necessitates company's anonymity at this stage. Apply in confidence stating full particulars to Box CM245, care of "The Commercial Motor." 927-6368

GOOD storekeeper/counter hand required, high wages with excellent prospects. Apply Green Garage, Ltd., 641 Staines Rd., Bedfont, Middlesex. 929-6396

AUSTIN distributors on Merseyside require additional commercial sales staff.

COMMERCIAL vehicle salesman with experience in selling new and used vehicles.

TELEGRAMS experienced in this field and able to negotiate at high level.

BOTH positions are pensionable with high basic salary.

APPLY to Commercial Sales Manager, Box CM262, care of "The Commercial Motor." 928-6390

B.M.C. And Vauxhall/Bedford Garage urgently require a skilled fitter, modern plant available, private pension scheme, good wages paid to suitable applicant. Please apply to Loxsdon's Garage, Ltd., Royston, Herts. Phone, Royston 2281. 927-6415

A N assistant service manager is required by a vehicle distributor shortly opening a new branch in S.E. London; the successful applicant must be experienced in the sale and fitting of commercial vehicles. Write full details of education, experience and present salary to Box CM262, care of "The Commercial Motor." 927-4251

Miscellaneous Advertisements (contd.)

MANCHESTER CORPORATION TRANSPORT DEPARTMENT
REQUIRE
PROCESS AND PLANNING OFFICER.

THE successful applicant will be in charge of incentive scheme operation and of the rate fixing section at the Department's Central Repair Works and seven bus garages. Salary £1,310-£1,480 per annum. Preferable qualifications Final Examination I.Mech.E. or H.N.C. Further details and application forms from the General Manager, 55 Piccadilly, Manchester, 1. Applications returnable by Tuesday, October 10, 1961. 927-4

ELECTRICIAN required, conversant with all types of commercial vehicle electrical systems. Top wages and merit bonus scheme. Apply to Dennis, 100 Arlington, Motor Co., Ltd., High Rd., Ponders End, Enfield, Middlesex. 927-534

EXCELLENT opportunity for experienced parishman with Vauxhall/Bedford main dealers. Apply in writing, with details of age and experience to: Parts Manager, Lee Motors, Wimborne Rd., Winton, Bournemouth. 927-18

MOTOR coach private hire manager experienced in organization and catering. Write for appointment to Stockland Garage, Ltd., Marsh Hill, Erdington, Birmingham, 23.

PAINTER required by firm in Southern England, knowledge of spraying an advantage, accommodation. Box CM269, care of "The Commercial Motor." 927-3896

B.M.C. Distributors in Surrey require young man, some preferred, but potential company car provided. Apply in writing with details of career, salary required, etc., to Sales Director, Wray Park Garages, Ltd., Reigate. 927-395

EXPERIENCED diesel and general fitter required, fleet of 20 coaches and lorries, excellent opportunity with expanding business good noise on premises. Apply by letter, giving age and detailed experience, to John R. Street and Sons, Ltd., Ware Rd., Hertford. 928-87509

SALESMAN required by commercial vehicle distributors in Ayrshire. Whilst there is no age limit, applicants must be experienced in selling commercial vehicles. A starting salary of £900 is envisaged or more according to qualifications and a car will be supplied. Applicants must be married and within the age of 35. The position offers scope to a man of ability and initiative. Write in confidence giving full details of age, experience and present salary to Box CM271, care of "The Commercial Motor." 927-88

TRAFFIC manager required for expanding north London A-licence fleet. Whilst general working knowledge of office side is required the main emphasis would be on ability to attract custom and expand. Good salary and pension scheme with profit sharing partnership without financial investment. Accommodation may be available. Write Box CM265, care of "The Commercial Motor." 927-6389

Miscellaneous Advertisements (contd.)

FITTERS experienced in heavy commercial chassis and engines required. Apply Box CM218, care of "The Commercial Motor." 927-125

STORES assistant, aged 20-25, required by heavy transport operator for stores issues and records. Box CM2412, care of "The Commercial Motor." 927-124

SITUATIONS WANTED

REMOVALS foreman seeks progressive position as departmental assistant manager, commercial administration, estimating, licensing, South or West preferred. Box CM277, care of "The Commercial Motor." 927-7507

DIESEL Engineer, practical experience with engines and diesel injection equipment, 20 years with all types of commercial vehicles. Available September 30. Southern Counties preferred. Box CM261, care of "The Commercial Motor." 927-259

WOMAN experienced lorries, 10 tons, docks, long distance, seeks haulier willing to give trial, hard worker. Replies to all offers. Box CM274, care of "The Commercial Motor." 927-18

STORAGE AND DISTRIBUTION

ENHAM STORAGE CO., LTD., near Maidstone, Kent, Southern England's foremost warehouses, capacity 31 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hampshire. 222-792

LARGE warehouse constructed of brick with steel and asbestos roof suitable for all types of stores. Can supply transport for redistribution if necessary. Long lease available. Apply Crappers, 379, Cowley Rd., Oxford. Phone, Lenham 441 (five lines). 932-6384

10,000 Sq. ft. storage collection and distribution service. Apply Kemp (Hatters), Ltd., Mansfield, Notts. Phone 3338. 930-8750

TENDERS

METROPOLITAN BOROUGH OF CAMBERWELL

TENDERS ARE INVITED FOR THE SUPPLY OF

ONE
FORD NEW THAMES 7-CWT. VAN
WIRED AND FITTED OUT TO CARRY FIVE
PORTABLE HEATED FOOD CONTAINERS.

Specification and Tender Forms on application to the Borough Engineer and Surveyor, Town Hall, Peckham Rd., London, S.E.5. Closing date September 26, 1961. 927-6395

CLASSIFIED ADVERTISEMENT ORDER FORM



Bowling Green Lane, London, E.C.1

PLEASE INSERT THE FOLLOWING ADVERTISEMENT IN THE NEXT..... ISSUE/S
UNDER THE HEADING OF.....

Rate 11d. per word (minimum 12 words 11/-) • Box Numbers: allow
4 extra words plus 1/- registration fee • Press Time: 10 a.m. Tuesday.

							Min. 11/-
11/11	12/10	13/9	14/8	15/7	16/6		
17/5	18/4	19/3	20/2	21/1	22/-		
22/11	23/10	24/9	25/8	26/7	27/6		
28/5	29/4	30/3	31/2	32/1	33/-		

* Please use BLOCK letters throughout. Name and address, if to be used in the advertisement, must be included above and paid for.

NAME: _____

ADDRESS: _____

REMITTANCE ENCLOSED FOR..... /

Remittances should be crossed and made payable to TEMPLE PRESS LIMITED.

SIGNATURE: _____

Miscellaneous Advertisements (contd.)

FOR SALE BY TENDER:-

- (a) One steel Cab No. 35. For Scrap.
- One alloy body No. 35. For Scrap.
- Two Thornycroft Nippy Service Tractors. Fleet Nos. 4 and 5. For Scrap.
- (b) One Tasker Semi-trailer, straight-framed flat, 700 x 20 tyres. No. T.43. For Use.
- (c) Two Tasker Semi-trailers, step-frame-sided, 700 x 20 tyres. Nos. T.46 and T.55. For Use.
- (d) One Thornycroft Sturdy Star Alloy Body 6-cu.-yd Tipper No. 34. Serviceable.
- Above can be inspected at Montpelier Depot, Bristol.
- (e) One 1956 6-wheel Albion Reiver with Leyland 0350 engine and 21-ft. 6-in. Alloy platform body.

Can be inspected by appointment.

THOMAS S. SILVEY, LTD.
MIDLAND ROAD,

BRISTOL, 2. 927-12

JOHN HUDSON AVRO FILLING STATION, BAWTRY Doncaster 9 miles

Reford 12 miles
Following the success of their
first sale, are pleased to
announce their

Second Important Sale of Approx. 150 Light & Heavy Commercial Vehicles

including:
Modern Tippers and Platform Trucks

To Be Sold by Auction

by
F. G. JOHNSTON & CO.

on
SATURDAY, 7th OCTOBER, 1961

Sale to commence at 11 a.m.

Vehicles on view Wed., Thurs. & Fri. from 10 a.m.

Further particulars and catalogues from the Auctioneers:
Messrs. F. G. JOHNSTON & CO., 29, Moorgate Street,
BOTHIEREUM (Tel: 62552) and 10, New Hall Road,
DONCASTER (Tel: 620680), or JOHN HUDSON, Avro
Filling Station, Bawtry, Doncaster (Tel: Bawtry 4660).

FOR ALL NEW THAMES & USED VEHICLES DAGENHAM MOTORS WOOLWICH WOO 7771 TRUCK SALES DEPT.

Miscellaneous Advertisements (contd.)

ROSS AND WHITCHURCH RURAL DISTRICT COUNCIL

REFUSE COLLECTION VEHICLE

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF A NEW FORD THAMES DIESEL ENGINE 10-CU.-YD. PART-EXCHANGE FOR 1955 MODEL OF SAME VEHICLE IN GOOD RUNNING ORDER WHICH MAY BE VIEWED AT COUNCIL OFFICES BY APPOINTMENT.

Tenders, in sealed envelopes, under the heading "Refuse Collection Vehicle" must be delivered to the undersigned by noon, October 5, 1961.

The Council do not bind themselves to accept the lowest or any Tender.

G. E. HARDY,
Surveyor to the Council.
927-81

BOOKS AND PUBLICATIONS

Maintenance Record (Charnwood Series No. 90). A life history of each vehicle with tyre records, petrol and oil consumption, etc. 6d post free.
DIESEL oil stock books. Cost books, etc. Send for descriptive list.

CHARNWOOD PUBLISHING CO., LTD., Coalville, Leicestershire. 222-889

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute examination in Motor Vehicle Service. Meant for students, this book is designed for students entering for the Award of the National Craftsmen's Certificate of Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated. 237 pages. 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1.

THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhauling of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the more advanced topics of construction, inspection, road transport law and management. 196 pages, illustrated, price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1.

"MODERN CLEANSING APPLIANCES," by Ashley Taylor. A survey of the municipal cleaning field, with information on its practices and appliances both in Great Britain and abroad. Illustrated. 160 pages. 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1.

GOOD QUALITY CLINKER

Ungraded or graded for Blockmaking, Drainage, Roads, Etc., available in quantity for collection or delivered by road or rail.

C.A.E.C. HOWARD LTD.,
St. John's Works, Bedford.

Tel.: Bedford 5367/8/9
4204/5/6

Sept. 22, 1961—THE COMMERCIAL MOTOR 95
(Supplement)

Be seated by...

RESTALL
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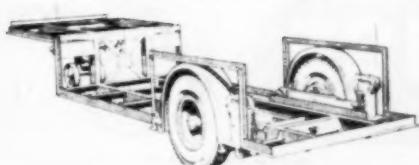
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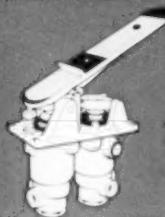
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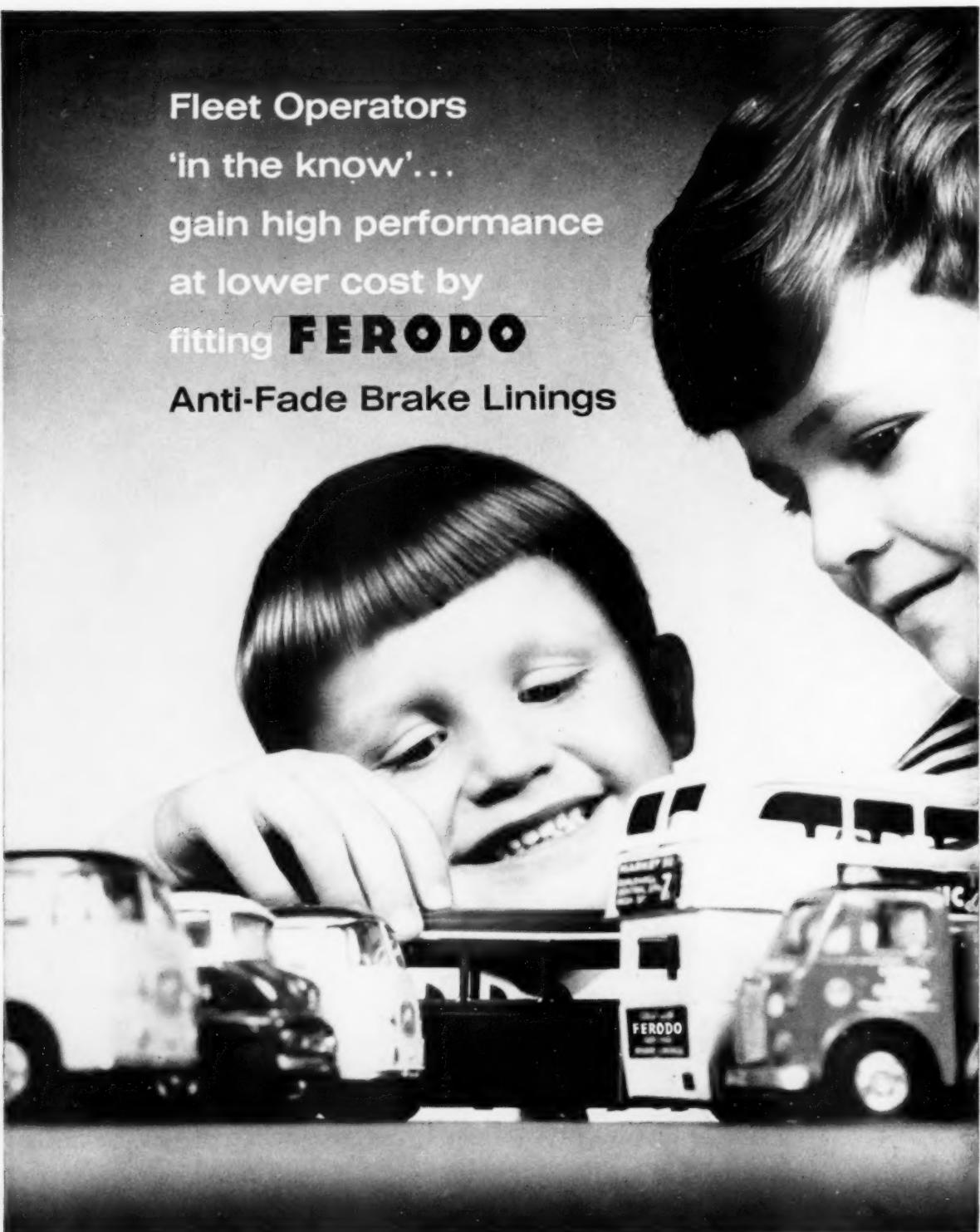
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